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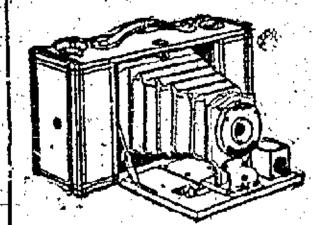


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good faith. All letters for publication should be written on use side of paper only. No anonymousty signed communications that A are already appeared in other papers will be

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Hongkond, December 2nd, 1910.

THE claim commonly made by Japanese that the history of their country dates back 2,500 years, during which time there has only been one reigning house in Japan, has been widely accepted as an astonishing fact by the general public in Europe and America, in spite of the protests of the experts and others who have made a study of Japanese history. In one sense it is astonishing. For surely surprise must be felt that, if Japan for this long period was under a wise and beneficent rule, the progress in material and moral civilisation was not much greater than was actually the case. As a matter of fact, however, in regard to historical research, Japan has now only reached the point where Europe was some two or three hundred years ago, when it was customary to magnify the national glory by tracing the descent of kings from mythical personages. There is as much warrant to believe in Jimmu Tenno as there is to believe in the existence of King ARTHUR. The oldest extant records in Japan are the Kojiki and Nihongi, which appear to have been written early in the eighth century for the purpose of showing peror added to his income by copying in the divine descent of the Imperial House - the august handwriting such compositions states:at least such is the most rational explana- as any of his subjects desired. "The of the long generologies of which sovereign lived chiefly," one writer records mostly consist. Researches into "on money gained by selling his the contemporaneous records of China autographs." The famines and accompany-

show that absolutely no reliance can ing pestilences which visited the country IELECAMS. be placed on the dates in these narra- from time to time are elequent testimony to tives. Indeed, the records themselves testi- the devastation caused by the perpetual fy to the difficulties experienced by the wars between the rival claus, wars which compilers, for in order to fill in the period would have undoubtedly continued to successfully, recourse was had to extending modern times had not the Tokudawa form the ages of the earlier Emperors, no less of government placed so many safeguards than thirteen of whom are credited with in the way of a renewal of the struggle. having lived over a hundred years, one But although peace was maintained, it. reaching the age of 143. Dismissing these was maintained rather as an armistice earlier Emperors as fictitious, we are than a truce, and the decay of the Toku-| occupation of Britain. But even the events | menace of foreign relations served to gling to obtain power, and it was in aid of organisation. She had no enemies to the Imperial House that the ancient records | threaten her from a neighbouring continent were compiled. Practically, therefore, firm ground in Japanese history is only reached and the results of this isolation are visible to some extent to this day. by the middle of the seventh century. corresponding to the rise and final supremacy of Wessex among the Saxon kingdom in Britain. YAMATO, indeed, was the Wessex of Japan, and exercised a kind of control over the other kingdoms. A further similitude may be found in the position of in the harbour dressed ship yesterday in honour the Ainus, who were driven to the more inaccessible parts of the country as the Britons and Picts were in Britain. As to when the Japanese came to the country or by what route. they came but little can be said with any certainty. There is every probability, that as in the case, of the Saxon conquest of Britain, the settlements were not all made at one time. Indeed, there is more or less proof that the Idzumo kingdom on the north-west was founded separately from the others. Inasmuch as the contest with the Ainu was brought to a close in the ninth century, there is reason to believe that the first Japanese settlements were formed at a much later date than is generally believed. Christian era, while there is a tradition thut stocks. some Chinese established a kingdom in Japan 200 B.C. The Saxon conquest of state that the Crown Prince and Princess of space of time, partly because the invaders board the ship with the passengers of every were of a more civilised type and partly because the Britons had been enervated by Roman rule. On the other hand, the first settlers in Japan appear to have reached only a small degree of social organisation, thus placing them more on a level with the Ainu whom they dispossessed. From this point, however, British and Japanese history

establishment of the Tonucawa Shogunite. was an internal struggle which inevitably resulted in the progress of the country Japanese clan. The only occasion of this sort was that when KUBLIA KHAN sent a fleet to capture the country. and even then it would appear that the defence was not unanimous. Another sigthe Imperial House very rarely produced sovereigns of commanding ability; too often | 8109; the power lay in the hands of others, the Emperors being mere pawns to be played with by the statesmen—to be deposed, banished, even assassinated. As polygamy was practised there was never any lack of heirs to the throne; too many, in fact, as the numerous succession wars show, and this may serve to place the "unbroken

descent" in a somewhat less astonishing light. But in view of the present feeling towards the Imperial House some astonishment roust be felt at the treatment accorded the Emperors in the past. As an instance of how quickly the Emperors were used up, it may be noted that from during which period England had 17 Kings: The average reign of a Japanese monarch was 14 years; when he either abdicated or was deposed. The fact that attempts to usurp the Imperial throne were very few is to be accounted for by the fact that the position was not one to be coveted-In addition to the irksome ceremonial which surrounded the Throne, there was the fac. that the real power of the country lay outside the Throne. The practice of polygamy. moreover, always provided means for gaining complete influence over the Throne. _A

statesman had but to marry his daughter exchange was one of their grievances. to the Emperor to be able to place his grandson on the Throne and rule through him. So low did the Imperial power sink at one time that it is recorded one Em- THE NAVIGATING LIEUTENANT'S SENTENCE

brought down to the year 400 A.D., about cawa regime would undoubtedly have resultthe time of the termination of the Roman ed in a renowal of civil war, had not the recorded after this date are to be accepted bring about the solidarity of the country. with a good deal of caution, since numerous. The chief moral to be drawn from Japanese. inaccuracies occur in the records, which also history is that Japan-suffered by her isocontradict each other. The Imperial House lation, by the lack of contact with nations was then only one of many families strug- superior to herself in civilisation and social and to make her put her house in order,

> Dr. W. M. Koch, who has been Home on twelve months' leave, returned to the Colony yesterday by the German mail steamer.

> The ships belonging to the British Squadron of the birthday of Queen Alexandra.

prepared opium, was at the Magistracy yesterday fined \$500 or three months' hard labour

The Straits Government has postponed the Income Tax Bill for two months in order to allow fuller consi eration of the scheme:

The Prinz Ludwig brought six officers and 88 mon to Hongkong in soute to the Sont Seas as reliefs for mon on the German cruiser Cormorant and the gunboat Planet. A burglary was committed at 15, Stanley

Street on Wednesday, when a Chinese merchant was robbed of gold ornaments and a considerable quantity of valuables worth \$3,000. For snatching \$20 from an Indian in Queen's

Road Central on Wednesday a Chinese was at Chinese records point to some tribes being the Magistracy yesterday sentenced to three settled in the country-at the beginning of the months' imprisonment and four hours in the

Britain was accomplished in a very short Germany made themselves most popular on

A typhoon narning was received by the American Consulate-General, Hongkong, from the Mapila Observatory at 9.50 a.m. yesterday that a cyclone or typhoon was El. of the Pelew ranging from one-half to two years. ls ands moving W.

Mee Cheony, the well-known photographer, sends as specimens of a series of eleven photographs taken at the execution of two desperadoes begins to diverge. The struggle for power, at Canton. Several foreigners are standing in which continued practically up to the the front line of spectators.

H.M.S. Newcastle is to remain as Senior Naval Officer's ship at Singapore until the arrival of the Admiral from the North some being retarded. There was no outside four weeks hence. The Newcastle will return to enemy to bring about a solidarity of the the North in company with the flagship, early

Mrs. Outerbridge, of 1, Knutsford Terrace. Kowloon, reports to the police that someone broke into her house on the night of the 30th altfor morning of the 1st. by breaking a pane nificant fact in Japanese history is that glass in the door and opening it from the inside. Japanese vases, silver vases, brass finger bowls and other things were stolen to the value of

> German steamer Prinzess Alice, reported to the police at Singapore that a gold watch and chain, valued at £15, had been stolen from his cabin after the arrival of the steamer in Singapore. A rapid search of the pawnshops in the town resulted in the recovery of the valuables and the subsequents arrest of the Chinaman who is alleged to have pawned them

THE SITUATION AT MACAO.

GOVERNOR'S RESIGNATION ACCEPTED -CHIEF JUSTICE ADMINISTRATOR.

On Wednesday a Boletim Official was issued notifying the receipt of a telegram from the Minister of Marine dated November 29th that 1069 to 1542 there were 34 Emperors, the resignation of the Governor had been secopted, and Dr. Marques Vidal, the Chief Justice, appointed to administer the Government pro tem. Sr. Marques handed over the Government to Dr. Vidat at 11 a.m.

It is reported that Dr. Vidal has telegraphed o Liebon asking to be relieved of the post at the earliest possible moment.

Another official notification published on Wednesday was that commencing on January 1st the exchange rate of the dollar would be 450 reis, which is about the current market rate. Payments are at present being made however, on the basis of 550 reis to the dollar. The troops are paid in reis, and the unjust

THE STRANDING OF THE "BEDFORD."

A London telegram to the Indian papers

Lieut. Albert E. Dixie, Navigating Lieuten. ant of H.M.S. Bedford, has been dismissed his ship and severely reprimanded for suffering the vessel to be stranded by default. He was acquitted of the charge of negligence,

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TREUTER'S SERVICE TO THE "MONGKONG DAILY PRESS."

LISBON AND THE MACAO REVOLT.

London, December 1st.

Actelegram from Lisbon states in connection with the Macao revolt that the Governor of Macao is suspected of favouring the religious congregations, and has in consequence beenreplaced by Judge Vidal.

LORD ROSEBERY ON THE. NEW TABERALISM.

London, December 1st Lord Roschery, speaking at a great meeting in Manchester, said the New Liberalism was harassing and champing the country and encreaching on imposing an inquisition to which our ancestors would never have submitted "We are marching through a fog, said his Lordship, "to the dismemberment of the United Kingdom." confidently looked to the nation to give a common sense answer to sucl

TO PREVENT RAILWAY STRIKES IN FRANCE.

London, December 1st. A Paris dispatch states that Bills for the repression of railway strikes The passengers on board the Prinz Ludwig have been drafted which penalise acts of sabotage with terms of imprisonment ranging from one month to five years, and fines, ranging from £2 to to £80 sterling. Strikers are made to the Court as defendant. liable to imprisonment for terms

The Bill also provides for the establishment of Conciliation Committeen and an Arbritration Tribunal.

GIFT TO KAISER.

It is reported in naval circles that a project is under way to raise a great national subscription to present the Kaiser with a magnificent new private yacht in June, 1913, on the occasion of the "silver jubilee" of his reign.

The promoters of the scheme point out that the Hohenzollern, which was launched in 1892 is not only out of date, but belongs to the Imperial Navy, and is therefore not exclusively at the Kaiser's disposal. It is desired to provide his Majosty with a yacht "as complete and beautiful as the Victoria and Albert or the Czar's Standart."

The originators of the proposal believe that the money to build the yacht can easily be raised by popular subscription. Small contributions Mr. J. Smith Mitchell, a passenger by the from "plain people" are to be specially wel-

STRAITS PLANTATIONS.

The report states that the not profit for the

year amounted to £3.896, out of which the directors recommend the payment of a dividend of 6 per cent. on the ordinary shares, leaving | understood it. £2.636 to be carried forward. During the year the directors issued 5,000 ordinary shares at 5s. premium, and out of the proceeds of the issue redeemed the first mortgage debentures. The planted area has not been added to, the efforts of the management having been directed towards the efficient cultivation of both old and new clearings, and the collection and drying the increasing crop. The latest available figures show 21,190 trees in bearing, as compared with 15.905 at about the same date in 1909. Th total number of nuts harvested during the pas year was 1,409,331, against an estimate of 850 000. There were 378 tons of copra manufactured at a cost of £6 per ton, which realized an average no price of £20 3s. per ton in London. The crop of rubber was 1,021 lb., which sold at an average net price of 5s. 11d. per lb. in London. -The manager's estimate of the crop of nuts for the year 1910-11 is 1,800,0 0. The uncultivated portion of the estate embraces approximate 2.700 scres, through which a Government road connecting Bagan Datch with Teluk Anson is approaching completion, and the land, resembling that already planted, is considered as highly suitable for the cultivation of cocuanuts. To meet the conditions of the Government grants. under which the land is held by the company the directors have instructed the manager to fell and plant with cocounuts 540 acres during the current year, and they consider that it will undoubtelly be of advantage to the company gradually to open up the remainder of the estate. To carry out this programme the labour force must be added to and further capital will be required. A circular issued by the company ac cordingly states that an extraordinary general meeting will be held at the London Chamber of Commerce immediately to follow the ordinary general meeting on November 15, for the purpose of considering and, if thought lit, passing a resolution to anthorize the increase of the capital from £50,000 to £100,000 by the Litle Kingles. Is that what you mean? creation of 50,000 weditional shares of £1 each. to rank as to 20,000 pari passu with the existing

ordinary shares, and as to 30,000 pari passu with

the existing deferred shares of the company.

FAILING TO REGISTER.

PROSECUTION UNDER THE COMPANIES ORDINANCE.

The case was continued at the Magistracy yesterday before Mr. E. R. Hallifix in which Tam Teg Kong, general manager of the Hip On Insurance Company, was summoned by Mr. G. H. Wakoham, Registrar of Companies, for doing business in the Colony on balant of the H Wah On Insurance Company without having registered and made a deposit required by the R Life Insurance Ordinance. Mr. H. L. Deunys prosecuted, and Mr. Otto Kong Sing defended. Mr. Otto Kong Sing said it was contonded I that the defend int was not an agent within the meaning of the section in the Ordinauce. His

only held the position of canvasser.

Defendant said he was the late manager and now liquidator of the Hip On Fire and Marine Insurance Company. He was also a canvasser for the Wah On Life Insucance Company of Shanghai, receiving his appointment from the agency at Canton and not from the head office. He had not, at any time during his appointment, had any communication with the head office. The application forms and receipts were sent him | p from Canton. Ho had to sign the application forms as a witness, but the receipts were choppedat Canton. He had no chop to use for the Company or the agency, and he kept no books Noither the agency nor Company paid any rent for the office, and he did not pay any on their bohalf, The Company had no office here. He had no A Chinese seamen, who was found selling the personal liberties of the subject, authority to accept risks or settle claims. All he had to do was to sign the application form as a witness and give, an interim receipt if he received money. The interim receipt was to be held until the receipt came from Shanghai. He received no salary, only the first premium. Defendant explained the insertion of the advertisement in the Shoung Po by stating that it had been forwarded to him from the ngency, who asked the notice to be advertised in the "one peat paper." Accordingly he had the advertisement insighed, paying for it, and afterwards recovered the money from Canton. Defendant stated the words following his name in the advertisement meant broker. + Saturday at 2.30 p.m. and on Sunday at 9 a.m. He gave them no authority to add his name to the advertisement. Referring to his visit to the Registry, ne explained that on that occasion he told the clerk he was only a canvasser for the With On and had nothing to do with the head office. The clerk told him in these circumstances that it was not necessary for him to deposit a security. As far as he could remember only six or seven policies, all for children and involving very amail amounts, had passed through his hands. He had been over fifty years in the Colony and that was his first visit

Cross-examined:

You have been a witness in the Supreme Court?-Yes, but I said at this Court.

And the Chief Justice characterised your evidence as absolutely untrue and said you were reading your answers from your fan?-Yes, because I had a bad memory.

Have you carefully studied the Life Insurance Ordinauce ?-- Yes.

It was brought to your notice by this letter from Alin Khan?-Yes. And did you not then look at the Ordinance

-No. I thought I had nothing to do with as I was only canvasser.

You did not read the Ordinance nor did you take legal opinion?-No.

You as manager of the Hip On had solici

When you received the advertisement I presume you read it ?-Yes. The advertisement stated that the Wah On

had been registered in Hongkong?-I was requested to have that adversement put in the paper, and I was only carrying out instructions. Is it customary when you have a broker to have an assistant broker P-Yes.

similar sort of advertisement has been inserted? -I cannot. I paid no attention to it. Although you read the advertisement you di

Can you tell me of any other company where of

not take any trouble to understand it?-I If you understood it you understood that i

said first the Company had been registered by the Government of Hongkong?-It is stated by the agent, not by me.

You understood your name was at the bottom as Kragico?—Yes. I on understood that the statement was made

in the advertisement that the Company was registered in Hougkong P-Yes, but I have no knowledge of tunt. You did not ours whether it was true or not

You were willing to put thoudvertisement in ?was u neer the impression that so longans my name, was put down as Kingles I was

His Worship-You can answer the question. It is perfectly clear. Did you care whether the statement was true or not? Defendant-I received a letter asking me to

insert the advertisement, and I did so. His Worship -The question is quite simple. You have said you have read the advertisement and understood it and saw the words that the

you take any interest in the truth or falsity of tust particular statement? Defendant I could not say because I was under instructions from the agency in Canton.

Company was registered in Hongkong. Did

thought the Company was responsible. His Worship I will put it I took no

Interest in the truth or falsity of the statement because I considered myself covered by the Defendant-You.

His Worship reserved Monday.

LOCAL SPORT.

The R.A.M.C. play the A.S.C. a friendly match at Happy Valley this afternoon, kick-off

The League analysis now reads :

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г.G.л	Ser. 1	5 .—	15 See 1		<u> </u>	
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RIFLE SHOOTING.

On Saturday afternoon and Sunday morning next, members of the Volunteer Reserve will commence their first musketry course. The instructional practices (preliminary) will be held over the 100, 200, 300 and 500 yards distances. King's Park Range. Shooting will commence on No doubt a good muster of reserves will avail themselves of the opportunity of completing the preliminary section, as this must be fired before the qualifying section can be entered

ARRIVAL OF THE YORKSHIRES

Yesterday afternoon the troopship Hardinge reached here from the Cape vid Mauritius with the K.O.Y.L.I on board. Preparations for the disembarking of the regiment were immediately commenced, and the Buffs vacated barracks for Stonecutters, where they remain under cauvas till Monday, on which day they embark for Singapore, where they relieve the Middlesex.

The Buffs have created an excellent impression during their two years stay in the Colony, and some public form of firewell would doubt-less to appreciated by the community and by

PRESENTATION TO MR. A. F. CHURCHILL.

At a largely attended "At Home" at the Pumping Station, Pickering's Road, yesterday afternoon, Mr. A. F. Churchill, who is leaving on the 26th instant to take up his new duties as Assistant Director. Public Works Department. Hongkong, was the recipient of an address and group photograph from the employees of the Drainage Works. The address expressed keen regret at the loss to the Department of an able and sympathetic officer, who had won the hearts of all those serving under him. Mr. Churchill returned thanks suitably, expressing his own regret to sever his connection with the Department and to leave Caylon.-Ceylon Times, November 13th.

AN INTERVIEW WITH MR. PUTNAM WEALE.

THE SITUATION IN THE FAR EAST. Writing under date of October 20th, the New York correspondent of the San Francisco

Bertran L. Simpson, who under the pen name of Putnam Wesle, is known as an international authority on Chinese politics, discussed the present relations between China and Japan in an interview given out here to-day following his return from a series of confer-

ences in Europe. He says: "The annexation of Corea Japan is the most significant fact international politics in the Far East in a contary. The Japanese are reaching for all of Chins. If Southern Manchuria goes the way of Corea the fate of Poking is sealed, for then Japan will be only six hours by rail from the Chinese capital, and will be able, if not to annex the country, at least to dominate completely its external and internal

Japanese believe this is a period in their history similar to the eighteenth century in En land's history, when Britain founded her empire. They believe that if all opportunities are taken advantage of, Japan will found a vaster empire than England's.

"The United States has a vital interest in these matters: Current opinion in the Far East is pessimistic about the becurity of America in the Philippines. The work which has been going on there since 1898 has been excellent, but it is evident that the Pacific is too vast an ocean to be controlled from such distant points as San Francisco or Honolulu, and that it would be child's play for a powerful enemy to occupy the islands, leaving an intrenched city such as Manila merely isolated.

"Japan will never attempt anything against the United States unless she is prepared in every particular. The Japanese recent any Western Powers assuming the role of protector in Eastern Asia. That she actually covets the Philippines is doubtful. Her first aim is to establish her leadership in China. She know if she can do this, the game is won and every thing is a matter of mere detail."

WEATHER REPORT

The forecast for the 24 hours ending at noon to-day is as follows :-

(NE winds, fresh Hongkong & Neighbourhood to strong; some Formosa Channel

rain, coo er. NE winds, strong. South coast of China between | Same as No. 1 Hongkong and Lamocks. South coast of China between | Same as No. 1.

Hongkong and Hainan ...

Router telegraphs from Johannesburg that the Cantoness Club last night presented an address to Messrs. R toh and Polak, in which the Chinese associated themselves with the -Indians.

Mr. Ritch, replying, said that they had not embarked on a war of vengennes or retaliation, but they stood for justice and equity.

Mr. Polak said that if the Union Parliament did not give justice, it would injure not only the Asiatics, but the whole body politic, as on a wrong foundation they could not erect a stable structure.

BUN ON THE BIRKBECK BANK. London, November 11th.

An anonymous and baseless circular to depositors, suggesting that there was some connection with the Charing Cross Bank which recently suspended payment, caused a run on the Birkbeck Bank to day. A queue of over a thousand persons entered in batches and were paid promptly. It is officially announced to night that the Bank of England extended substantial support. London, November 12th.

Despite reasuring statements the rule on the Birkbeck bank continues. Many waite I all night. time, whon several thousands were still waiting. The financial columns denounce volumently the author of the circular and lay stress on the sound position of the Bank.

London November 14th. The run on the Birkbeck Bank is slowly subsiding. Some people waited all night, but the crowds were smaller and were paid promptly. Many persons are now paying in.

KING AND THE COLONIES. Londov. November 12th.

The Times, in a leading article dwells on the idea of the King's visit to the colonies as being perfectly practicable during the autumn recess to the nearer Dominions, Including South Africa, without even the appointment of a regency. The Times trusts that the time is not for distant when Their Majesties, escorted by a squadron of great cruisers, will sail forth on the first imperial pilgrimages.

EMPEROR OF INDIA.

London, November 12th. King visiting India and says that it might be found practicable after the Coronation for the King Emperor to hold a solemu durbar at Delhi. illness rendered it impossible.

ENGLIND AND GERMANY,

London, November 12th. the relations with Germany had rarely been better. There ought to be no rivalry. were two great nations to whom a great field of commerce and industry lay open. We had lifeboat in tow, and proceeded in the direction no more right to criticise Germany for organising her floot than Germany would have to object if Great Britain overhanded her military | Margaret's Bay was being harried to the scene and naval arrangements.

> SOCIALISM IN SPAIN. London, November 13th.

Renter telegraphs from Madrid that sensation was caused in the Chamber, yesterday. hy the Socialist leader Iglesias declaring that the Socialists joined the Republicans mainly for the purp so of overthrowing the monarchy, THE "UNCROWNED KING'S" RETURN

TO IRELAND.

London, November 13th. Ireland's demonstration of welcome to Mr. Redmond was without parallel since the return of Parnell from his American tour. When the liner was sighted, last night, bonfires blazed up on the hilltops. from Crookhaven to Queens own. Salutes were fired and rockets sent up.

On landing at Queenstown, Mr. Redmond dwelt on the enthusiasm of his reception America. He was more fit and more determined to fight than ever. London, November 14th.

Addressing concourses of people in Cork and Dublin. Mr. Redmond declared that events had

shaped themselves in a way that make the triumph of Home Rule certain. It was no longer a question of whother they would get self-Government but exactly how much and by what method

KING LEOPOLD'S DAUGHTER MARRIES. London, November 14th.

Prince Victor Napoleon married at Turin to-day, Princess Clementine of Belgium. large and princely gathering was present. UNIVERSITY DEGREES FOR DISTINGUISHED

London, November 14th. The Liverpool University, to day, conferred the degree of Doctor of Laws upon Lord Morley. Lord Rosebery, Lord Cromer, and Mr. John

that there was no time when the firm thinking | risk of absolute total loss, power of the nation was going to be subjected to a more exacting or a more strenuous test than that now before us.

LONDON PORT CHARGES ON TEA.

Loudon, November 14th. Sir James Buckingham, Secretary of the Indian Tea Association, has written to the Port of London Authority protesting strongly against the import rate of 2s. 3d. per ton being imposed the imposition of both import and export rates teas re-exported from bond.

THE GERMAN CHOWN PRINCE'S TOUR.

London, November 15th. Herr Wegener, the geographer traveller, leaves Berlin to-day for Genoa. He hopes to join the Crown Prince in Ceylon, and will then nocompany him throughout the tour with a view to collecting materia, for an official narrative of the journey, which will be published soon after the return to Europe.

MOROCCO'S INDEMNITY TO SPAIN.

London, Novermber 16th. After prolonged negotiations, Spain and Morocco have concluded an agreement by which on account of the Melilla campaign. The Spaniards will continue to occupy the Riffian territory until the money is paid.

INTER-DOMINION CRICKET.

London, November 16th. Renter cables from Melbourne that in the match between the South African team and 189 runs. Victoria replied with 301 runs. In for 236. Victoria then scored the 125 runs necessary to win with the loss of five wickets.

WRECK AT DOVER.

PREAT SAILING BHIP ON THE ROCKS.

A gale of extreme violence, accompanied by November 5th, torreptial rain, has prevailed at Dover on the The Lord Mayor was accompanied by the cliffs in breaks between the terrific rain squalis, Sir W. J. Soulaby. The Preusen passed Dover, proceeding down | King" and "The Emperor of Japan." -communication-with-hor.—

front, people running from all directions to witness the launch, notwithstanding the terrible weather. Although the ship was noticed to bedriving inshore, it was thought the turn would have succeeded in getting howsers to her before she struck the rocks, and this resulted in the launch of the lifeboat being delayed. But when the dangerous conditions were realised, rocket signals were given at short intervals, the first

being fired at 4.50.

The scene at the launch was an exciting on The lifeboat Mary Hamar Hoyle, which is kept stationed on the marine promonade, was quickly surrounded by a crowd of eager helpers. Coxawain Brockman and fifteen or sixteen lifeboatmen were quickly in their places, while many, willing hands assisted in placing the boards down the shelving beach foreshore to The Times discusses at length the idea of the enable the boat to be launched. It was a weird scone in the darkness, with the beach lined a thick crowd of spectators, through whom wide space was left in order that the bost There is no indiscretion now in saying that the | might have a clear run. Twenty minutes after proposal that King Edward should attend the the firing of the first marcon all was prepared durbar of 1903 was seriously discussed, but his | for the launch; the boat was rushed down the ways, plunged over a steep bank of shingle, and went right away into the sea. She was struck by a wave, and it looked at first as if she would be hurled broadside ashore, but the crew Mr. Haldane, speaking at Warrington, said | mana ed, by a strongons effort at their cars, to get her head to sea, and she went away out into We the darkness amid the cheering of the crowd ashore. A tug returning into the bay took the i of the big ship.

Meanwhile, the rocket apparatus from St. The route from there to Crab Bay is much easier for the conveyance of the rocket apparatus than it is from Dover, but in any case, the road is rugged and difficult. Wild weather continued, the wind blowing with almost hurricane force on the top of the cliffs whilst rain was falling heavily and the night was exceedingly dark. Rescue work both as far as the attempts from land and sea were concerned, was being carried out under conditions of the most trying character, in fact they could hardly have been worse. The cliffs at the point where the ship is ashore are about 200ft high, and if the S Margaret's rocket apparatus crew succeeded in getting a line over the yessel, and thus establishing connection between ship and shore, it would be hazardous work hauling the crew up the cliffs in the brecches buoy with such conditions of weather as are now prevailing. The flerce and increasing cale was blowing dead on shore at the point where the ship lay and there was little prospect that a line could be got to har from the cliffs. With the rising tide also the ship's position was becoming more critical. The stranding of this big ship and the rescue

Much interest is taken in the casualty to the German ship Prevesen, now ashore between St. Margaret's and Dover, partly because Preusen is believed to be the largest existing sailing ship proper. She is a ship of 5.081 tons built in 1902, and valued at £20,600. Her owner, Mr. F. Lasisz, of Hamburg, enjoys an excellent reputation as a sailing-ship owner. The Standard Oil Company's Navahos. of 7,718 tons, is really a barge and towed across the Atlantic, while the German ship R. C. Rickmers, of 5,548 tons, is fitted with auxiliary steam power. The Preussen is laden with a general cargo, presumably including heavy material such as ironwork and cement, and known to cover such different items as shipments of enamel-ware and umbrellas. Afterwards, at a luncheon, Lord Morley said | Twenty-five per cent. was quoted to cover the

work was creating the greatest excitement at

STICKING TO THE SHIP.

The greatest heroism, observes a London paper, is directed towards an idea in which there seems nothing substantial. A few days ago the papers were telling the story of Captain Walls. of the American schooner Holliswood. Though his ship lay dismantled and full of water in a on tea. He also protests against the heavy raging sea, Captain Walls refused to leave her. burden upon the entrepot trade of the Port by The crew were taken off; the captain would not go, and had to be left. No hope was entertained on the tea trade, and urges the Port Authority | that the Holliswood would live through another to take prompt action with a view to exempting | night. But she did live so long and longer. A British steamer, herself out of her course and overdue, sighted the derelict. On board was the captain, so weak that he could not stand. but still firm in his determination not to leave the ship. Again he had to struggle against the wishes of his resoners to take him away-with them. And he did not struggle in vain. To save him they had to toil terribly to tow the Holliswood. The British skipper, very naturally in the circumstances, did not want "to tow the schooner and 700,000 feet of lumber for a week." The other's heroism impelled him to make sacrifices. "The old man wouldn't leave her," and "of course" he "wouldn't leave the old man," So the latter will pay an indemnity of £2,500,000 Holliswood was brought into Galveston. Captain Walls stood obdurately by his duty as he conceived it. There seems no relation between such a conception and what we call commonsense. It will be a bad day for the world, however, when a sailor's notion of what is fitting is dismissed as absurd. In this case it has saved "700,000 feet of lumber," and shown a noble Victoria, South Africa, going in first compiled Picture of a man who preferred honour before life, and of another man who in the midst of their second attempt South Africa were all out | personal anxiety could find time to save both life and honour for a brother sailor. It is a great story. Two countries have reason to b proud of it.....

The Commissioners of the Japan-British Exhibition were the guests of the Lord Mayor at luncheon at the Mauston House on Saturday

6th Nevember, and a series of thrilling series | Lady Mayoress and Miss Knill, and among were witnessed in connection with the strand- those present were the Japanese Ambassador. ing of the very large five-masted full-rigged the Duke of Norfolk (president of the Lahibi German sailing ship Proussen east of Dover, tion). Lord Desborough (President of the About five o'clock in the evening the towns. London Chamber of Commerce), Lord Blyth, people were alarmed by the firing of marcons Mr. Hikojiro Wada, Japanese Commissionersummoning the lifeboatmen and the rocket General), Mr. Imra Kiralfy (British Commis-

that it had been one of the highest aims of the with an impossible task. They have faced Exhibition to bring the two nations more cheerfully almost unthinkable bardships and closely together in the bonds of friend-hip, and | real dangers, buoyed un often by nothing but

toast remarked that the commercial results of they were failing. the Exhibition, both in this country and in Japan, had already been of a most satisfactory

The Japanese Ambassador, in proposing the health of the Lord Mayor and Lady Mayoress said that the hospitality of the Mansion House was proverbial, not only in this country but in Japan. The Lord Mayor had shown great kindness to the captain and officers of the cruiser. Ikoma, which visited London in July. kindness and hospitality were appreciated not only by those who were present but also by the J-paneso at home. (Hear, hear.) The Lord Mayor replied to the toast.

GREAT GIFTS TO SOUTH AFRIC £500,000 FOR A TEACHING UNIVERSITY.

Canetown, Nov. 6th. The Duke of Connaught yesterday laid the foundation-stone of University Hall. At the university luncheon which followed Ur. Malan, the Union Minister of Education. announced that Mr. Otio Beit, had agreed to divert the sum of £200,000 bequentled by the

ate Mr. Alfred Beit for the foundation of a university at Johannesburg, to the creation of i preat teaching university at Greete Schnur. It was also announced that Sir Jalius Wern. her would make up the amount to an aggregate The Duke of Connaught was received by the council of the University of Good Hope when he

arrived at the site of the new University Hall

yesterday. He occupied a raised dais sur-

rounded by university dignitaries in their gowns The women students presented bouquets to the Duchess of Convaught and Princess Patricia, The Vice-Chancellor having constituted a congregation the degree of Dector of Laws was conferred upon the Duke. The council presented an address expressing the hope that the present University would be converted into a teaching university for the whole of South Africa by incorporating existing colleges as constituent olleges, and by creating chairs for those subjects for which no single college could be ex-

pected to provide. THE KING'S INTEREST. In replying to the address the Duke of Connaught said that the King, who was Chancellor of the university, was most interested in the welfare of the institution. At the official dinner given at Government House on Friday

night, the Duke of Connarght said: "Her past contains with much that is dark much of which South Africa may well be proud She attracted two of the most enterprising seafaring races of Northern Europe. They came for temporary landing. They remained to love the land to live and die here.

"We can," he continued, "point to the names of great men identified in the minds of all of you with the spirit which has made work in the islands as a whole, one is moved this country your own. I will mention only to so much admiration by the splendour of the two—the stalwart courageous old Dutch Governor. Vacriebook, and Cooil Rhodes, inspired in her work by the prodigality with whose great imagination dwelt continually on | which she has given of her best in the endeavour the development of the splendid country towards to accomplish her task, by the devotion with the north—namely, Rhodesia."

contralised Government, the Duka said :--

his assent."—Router. THOUGHTS ON WOMAN.

"I've always noticed a lack of refinement in women that give way to their good nature. goes with a blousy figure."

"When a woman knows what a lost sheep a man is without her, a woman would not be a woman if she didn't long to seek and save

"It's very strange a man should be a child to

the very end, and always want a woman to tel

him what's good for him." "It is intelligence that a man needs most in a wife—the intelligence that will think more of his comfort than of his culture: the intelligence that will not let the mutton come to the table twice: the intelligence that goes and comes with

the entrée; the i telligence that leaves the liver wing for the husband." ANNIE E. HOLDSWORTH.

OF THE NATIVES.

(FROM, "THE TIMES" SELICIAL

We have dwelt, in two preceding articles, on apparatus orows to their stations, whilst tues | sioner-General). Mr. H. Yamawaki. Mr. U. | some of the political and social aspects of the were despatched from the port to the Beppu and Mr. N. Kanzaki (Commissioners), present situation in the Philippines, but so far assistance of the ship, which was found to be Mr. Albert Kiralfy, Sir James Ritchie, no more than incidental reference has been made in a very perilons position under the high Sir C. Rivers Wilson, the Archdeacon of to the educational work which is the corner stone cliffs, at a point known as Crab Bay, where London, Sir John Pound, Sir T. Crosby, of the structure which the United States is there are very dangerous reefs of rook. The Mr. J. Sakata (Japanese Consul-General), such avouring to creek. In contemplating the gale is blowing from the south-west, Sir Waller Wilkin, Mr. Hujiro Yamaza (Coun- results of that work, it is necessary to notice, causing extremely heavy some to break in at cillor of the Japanese Embassy). Mr. K. Yo. first, cortain minor collateral effects of the system the point where the bir ship is ashore. The shizawa (First Secretary of the Japanese Em | employed which have had, perhaps, a larger stranded vessel looked a huge thing, with her bassy), Commander Kato (Naval Attaché), Lieu- influence on the aggregate achievement of the tall, square-rigged musts, as soon from the tenant-Colonel Hiyashi (Military ttache), and 12 years of labour than is generally recognized. In the first place, many of those who came out which at times blotted out everything some rd. The Lord Mayor proposed the torst of "The as teachers, especially in the very early days, were endly unlitted for their work. It was

Channel earlier in the day, in charge of two | In proposing "The Commissioners of the inevitable that it should be so. The comturs. She broke away from these and drove Japan British Exhibition," the Lord Mayor fortable Jacksonian: theory, which once had helplessly back up Channel and on to the lee- said that it was pleasant to remember that one | wide acceptance in the United States, held that shore. At this point there were four tugs of his first duties when he became Lord Mayor any American was by Divine Providence created in attendance on the vessel, two of these was to take some share in the arrangements competent to execute any task which he might colour-printing; and the work is of a very being from Dover Harbour. Owing to the and preparations for the Exhibition. They undertake. But it was stretching this doctrine high standard. In the scientific laboratory Birkbeck bink continues, many water and the dangerous looked forward at that time with prefound in to its limits when it was supposed that any man they are entrusted with the details of experiposition in which the ship lies, neither of the torest and certitude to the prospects of that great | or woman who could pass certain elementary tugs were able to get near enough to entablish scheme in which the two Empires were joining examinations, never hiving had experience of hand-in-hand in showing to the world their the world beyond that to be gained in a small Firing of rockets to assemble the lifeboatmen | respective contributions in arts, manufactures, | town in perhaps. Kansas or Indiana, entirely caused an excited crowd to gather on Dover sea and other peaceful spheres of national concern. unversed in ways of men, could, being To-day, when the Exhibition had been brought to | suddenly transplented to an unfamiliar environa successful end, it was very gratifying to him | ment, become by the light of nature a compethat his last function should take the form of a | tent instructor of an Oriental people speaking a tribute of gratitude to the Japanese and British | language of which the teacher was as ignorant Commissioners and of congratulation to them as he (or she) was of Eastern natures and on the brilliant way in which all their programme | Eastern ways of thought. Too much praise cauno had been carried out in spite of that first very be given to the pluck with which the majority terrible drawback—the death of King Edward. | of 2,400 American men and weezen who have Mr. Wada, in acknowledging the toast, said | come to the islands as teachers have struggled they were grateful to the Lord Mayor for his true and lofty belief in the dignity of their assistance in attaining that object. (Hear, | mission. It was not their fault that sometimes. they achieved so little, not understanding the Mr. Imre Kirally, who also responded to the | causes of their failure, nor even, it may be, that

THE FILIPINO IDEAL AND AMERICAN

PRACTICE. What is conceded to be perhaps the best an alysis of the Filipino character yet written by any American or European is from the pen of woman who has for many years been working as a school-teacher in the islands. "The Fil lipino's idea of education," writes Miss Mary H. Foo ("A Woman's Impressions of the Philip pines," 1910), is a social one, an education which lits a man to be a gentleman among his peers. "The Filipino leaders are a body of polished gentlemen," she says again, and these leulers were the models on which the Filipino youths wished to pattern themselves. the youths and their parents asked, our these rough-mannered persons (we speak only of individuals) who come here to make us learn a new and foreign language do to land us to our ideal So the pupils went daily to school to be taught things which they unlearned daily at home, There are those, even among intelligent Americans, who think that too much value is attached in the United States to a purely intellectual education. If we grant all that is claimed by its most orthogiastic champions for the American system as applied to Americans at home, it is still permissible to doubt its fitness for application in tota to an Oriental people. What education the Filipinos were given in the past they received through the medium of the Church, and all instruction was touched with religious or moral complexion. In one detail, at levet, a serious accusation is now brought by

many Filipinos and other non-Americans against the American school system. THE QUESTION OF SEX. The Filipinos, of course, boys and girls alike arrive early at majurity; and, at least as soon as they reach marriageable age, the thoughts of the youth of each sex incline to dwell largely on the attractions of the other Americans say that the Filipines in the mass are naturally mmoral; it need hardly be said that their code of ethics is not our code. Put if the youth of the too inflammable for them trusted together, there was in pre-American days a system of chaperonage more than Spanish in its rigour which went a long way to assure that they should not so be travied. There are those who claim that the result of throwing the two sexes together in the schools has been altogether deplorable. It may be that in some generations there will be built the Filipino boy and girl an Occidental sense of self-respect and of instinctive purity. how long is the United States prepared to labour

to bring about this result? And menny ile WHAT EDUCATION IS DOING. Having said this, not so much in criticism as in misciving, and furning to the educational purnosa with which the United States has been which the teachers as a whole, whether in the After referring to the development of the cities or in remote rural districts, have spent, various Colonies, and the necessity for a sad are spending themselves for the cause, that one shrinks from confessing any disap-"Your statesmen of all parties and both races | pointment with the results so far achieved. But came to the conclusion that the avils from which | it would be idle to pretend that there was not South Africa was suffering could but grow a sense of such disappointment among Ameriworse in the absence of the one sufficient | cans in general; and that sense is manifesting remedy -an organic union with a single itself at the present moment in a tendency Government and a single Parliament. With to modify the plan so far followed, to make the political wisdom and a spirit of self-sacrifice for | education less purely intellectual and to give a common object and of mutual forbearance on | more and more importance to manual training | yet been created any reasonable lump of material which they cannot be too much congratulated, and technical schools. The truth is that the they elaborated in an astonishingly short time | Americans are learning in the Philippines the draft Act of Union, which the Imperial some of the things with which England has Parliament passed unaltered, and to which it become familiar in India and in Egypt; and was. I assure you a source of very deep and the experience being new, they are inclined to special gratification to his late Majesty to give | take it hardly and to say bitter things.

The first object of education in the Philippines is, of course, to make the Filipines an Englishspeaking people. Simultaneous'y their characters are to be built up and they are to be instructed in the beauties of Occidental civilization in general. But "a Filipino's ideal of education is one which fits him to be a gentleman among his peers," and eny American will tell good to do any work. In Spanish parefooted, with their shirt-tails outside their pautaloous (if they wore any), and they stood saide for any white man whom they met. depuer youths, clad in immeduate white, with high collars and faultless neckties, with shoes not uncommonly of patent leather, and with well-oiled hair which, in most of their o herwise unoccupied moments, they are combing with the

not stand saids for any white man, and least for any American. In them at least democratic doctrine has borne fruit:

In considering whether it is worth it we must bear in mind that the future of the Philippine Islands, if they are to have any worthy future, depends on the development of their natural reservees. The problem is fundamentally an agricultural problem; and the one thing for which the high-collared .. - patent-leather-shed product of American education has complete contempt is anything in the form of agricultural

THE PILIPINO CHARACTER.

On the other hand, the Filipine youth, given

the chance, develops underlable aptitude for many crafts. He is commonly a clever dranghtsman and mechanic, and makes an admirable chanflour or driver of an electric tram, showing a steadiness of nerve in critical moments at least equal to that of the white man. The policy of the civil Government has been and is to employ native assistants as largely as possible in all departments, and whereas six years ago there were more American employes in the Government service than Filipinos, there are now nearly 2,000 more Filipines than Americans. In the Bureau of Printing and Engraving the Filipines do all the work in printing and binding and in the delicate processes of colour-photography and ments requiring accuracy, and technical skill of a high order, and they make scientific drawings, as coloured plates of fishes, insects, and so forth, of undeniable excellence. All authorities agree in saying that while (as from analogy one would expect) they show a lack of origito learn and to imitate, and so long as the work is congenial need only general guidance to make admirable office hands and clerical assistants.

In most non-white peoples the tendency is to regard education only as a means to qualify for the supposedly luxurious life of a Government flavour, while mally and rich, is 'soft,' This employé or member of one of the learned pro- Whisky is well adapted for Special Dietetie fessions. In the Filipines this tendency is Purposes." accountrated by a widespread actual physical incapacity for hard work which will be referred

It is commonly said that, taking the islands

english v. spanish.

as a whole, there is more English spoken in them to-day than there ever was Spanish; and this is undoubtedly true. It must be remembered that "the Filipino" even of the civilized provinces is not one uniform person. but belongs to some 16 different tribes each speaking its own dialect, which is commonly unintelligible to the members of the next tribe in a contiguous island on the other side of a nerrow river, or even in a barrie, or village, a few miles away. There was, and is, no common medium of communication, nor did the Spaniards sim to furnish one. To-day in many districts where Spanish was unknown there are a number of school-children who have a smattering of English, and in the new tongue loarned in school the youths of tribes speaking different dislects now find a means of communication. It is commonly queer English that the children speak, with its Orientalized American intenstion, and there does not yet appear anywhere an inclination in any considerable class of the propie to recard it as a national tongue. Nor has the English which the children take home from school any leavening influence as yet on the daily speech of the home or the village; but its possession remains a curious, perhaps an admirable recomplishment in the individual. the display of which is soon likely to grow difficult as the child becomes merged in the life of the community.

It may be that, as an enthusiastic educational authority is likely to tell the inquiring visitor. "we are just turning the corner." Over 5.000 teachers are now at work who are themselves Filipinos, educated under American methods, and it may well be that the children of the present generation will scoopt English as something more intimate, and less alien from them then they are inclined to do when it comes from the lips of foreigners. The time also is approaching when the children of Americanfaught parents are nearing school age, and progress may easily be more rapid in the second generation than it has been in the first.

THE PRESENT PRODUCT.

That the Filipino, especially when there s an admixture, though slight, of Spanish or other European blood, is capable of developing into an individual of a very high type there is abundant evidence, as in the examples of many of the men now conspicuous in the public life of the islands. These men, however, were not educated under the American régime. The chief, though, as we shall see, not the only. fruit of that, however rejuctant one may be to say it, in its influence on the national character is this crowd of dandified and be-collared youths in the streets of Manila. More honeful, it may be, for the future is the influence which is showing itself in the women -- in the school teachers scattered through the provinces, and the trained nurses—but in them it is a case rather of sure, non res. laudanda. As a factor in moulding the national character or destiny the operation can only be gradual. It is these vouths who represent the new Filipinism. They ere showing reat aptitude for politics especially in the trickier and less admirable details of politics as understood in the United States. Most of them dream of being great orators and leaders of men. Few, probably, would be sornen ous about the means by which they attained their ambition; for by frequent confession of their own leaders they are unstable in political principle and easily corrunted. As one watches them, as one sees the considerations by which they are led. how they are awayed by their leaders and popular heroes; as one reads the utterances of the native Filipino Press. it is immessible to think that there has out of which even the nucleus of a self-governing people can be moulded.

AMERICA'S TASK.

It is a maxim familiar to the people of the United States that the cure for too much democracy is more democracy. If one is tempted to discouragement in contemplating the present fruits of American educational work in the Philippines, there appears no other remedy than more education. One cannot but earnestly bone that the principle on which the United States is proceeding will prove to he as wise as it is undoubtedly inspired by high von that the first effect of education on a Filipino motives; but, wise or unwise, it is not going is to make him consider himself too to be abindoned. In a famous message in day, the course of the Civil War General Grant the great mass of the natives went declared that he proposed to "fight it out on this line if it takes all summer." But General Grant, it will be remembered, fought always with every ownce of strength that was at his To-day the streets not only of the city of command. In the Philippines to-day, lavish Mauila, but of all the towns over a large part | and open-handed though the educational policy of the Christian Islands, are thronged with has in many respects been, so that in schools Bouttered thron hout the provinces one sees the Filipino pessant child furnished with better school equipment than can be found in many a polite seminary for the education of the children of the gentry in the British Isles, there aid of a pocket hand-mirror. These youths do is yet only school accommodation for some



WHISKY

EXTRACT FROM "THE LANCET."

nality and initiative, they are extremely quick 66 (UR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that is to say-it is Pure Malt Whisky distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that it is fully matured. The

you to buy this Whisky. Each case contains coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON. WINE & SPIRIT MERCHANTS.

40 per cent, of the children of school age. The furnishing of the extra facilities is a matter of money only, but it is a matter entirely beyond the resources of the Insular Government. If the money is to be previded, it would have to be provided by the United States, and the estimated sum required is about \$2,000,000 (or £400,000) a year.

There is already grumbling enough in America at the expense of maintaining the Philippines, an expense which, for political purposes, is often exaggerated. But the time is at hand when the people of the United States will have to consider seriously whether what they are now doing in the islands is not either too much or too little; the former alternative being, from the American point of view, inadmissible, the question of whether the appropriation of \$2,000,000 a year for educational purposes in the Philippines would not, in the long run, be a good investment.

(1908) LIMITED.

LONDON.

HAVE APPOINTED

CHS. J. GAUPP & CO., WATCH MAKERS

> JEWELLERS & OPTICIANS. ALEXANDRA BUILDINGS

CHATER ROAD,

TO BE THEIR

LOCAL REPRESENTATIVES.

Very Large Stock, the Finest ever seen in the Colony has

SPORTING CUPS AND

just arrived.

TROPHIES

SUNDRY SILVER WARE PRINCES PLATE CUTLERY

FANCY LEATHER GOODS

The Name

GUARANTEE OF QUALITY

__ 18 A

An Inspection is Solicited.

Hongkong, 1st December, 1910.

NEW ADVERTISEMENTS NOTICE OF REMOVAL.

Telegraphic Address : Phess Codes: A.B.C.

5th Ed. Lieber's.

DAT, Ship Chandier and Compradore, formerly at No. 29; Hing Loong Street; To-day REMOVED to No. 28, DES VŒUX ROAD OENTRAL, opposite the Owl Grill Oyster Room. * -Hongkong, 2nd December, 1910. . [1342]

"CAPITAL AND COMMERCE." LESSES. MARTY & Co. linve been Appointed AGENTS In Hongkong and South China for the above Weekly journal, which is devoted to the Figure. Commerce, Industry and Engineering of the Far East. Subscriptions, \$18 (Shanghai Carrency) per annum, may be sent to ME-sas, MARTY, who will be happy also to furnish applicants with

advertising mies. Hongkong, 2nd December, 1910. [1343] NOTICE VIVII Undersigned, CHAN MULSAN, who, I for more than forty years, was Partner in and Manager of The SUN SHING Firm of No. 90. Queen's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the

same lines as formerly. CHAN MUL SAN, 23, Stanley Street, Hongkong, 2nd December, 1910. NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE. FOR SHANGHAL NAGASAKI, HIGGO CAND YOKOHAMA.

FRAIR L.G.M. Steamship "PRINZ LUDWIG," Captain F. v. Binzer, will leave for the above places TO-DAY, the 2nd inst., at 9. A.M. For further particulars, apply to NORDDEUTSCHER LLOYD,

MELCHERS & Co., General Agents. Hongkong, 1st December, 1910. NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining undelivered after the 8th inst. will be subject 'All broken, chafed, and damaged goods are to be left in the Godowns, where they will be ex-

amined on the 8th inst., at 9.30 A.M. All Claims must reach us before the 12th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. This Steamer brings Cargo Ex S.S "CABOTO" from Venice and

Ex. S.S. "STAMBUL" from Smyrna. Transhipped at Port Said. NORDDEUTSCHER LLOYD, __ MELCHERS & Co.,

General Agents

Hongkong, 1st December, 1910. FROM EUROPE.

THE H.A.L. Stoamship

Co., Ltd., whence delivery may be obtained at Noon. against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst will be subject

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th inst., at 3 P.M. No Fire Insurance will be effected by us in

any case whatever. This Steamer brings on Cargo: Ex s.s "Therese et Marie" from Bordenux. Ex s.s. "Guandiana" from Setubal. Ex s.s. " Soneck " from Setubal."

Ex s.s. " Brunla " from Drammon .. Ex s.s. "Brunla" from Skisu. Ex s.s. "Dronning Sofie" from Stavanger. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 1st December, 1910.

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their A Offices and Showrooms to No. QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIATISCHE BANK. DADY BURJOR & Co.,

General Merchants, Insurance Agents, Manufacturers Representatives and Commission Agents.

Hongkong, 1st December, 1910. 1336 TOYS! TOYS!!! TOYS!!!

TUST OPENED, a Large Assertment of NICE, BEAUTIFUL TOYS to sui every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection Solicited. Prices to suit every purse. Call quick not to be disappointed. H. HIPTOOLA & Co., 13 & 15, D'Aguilar St. Hongkong, 23rd November, 1910. [1311

INTIMATIONS

CHINESE IMPERIAL BAILWAY, CANTON-KOWLOON RAILWAY. CHINESE SECTION. NOTICE.

THE FIRST SECTION, of the above RAILWAY from CANTON (TAI SHA TOU) to SIEN TRUN will be OPENED to Traffic from the 6TH DECEMBER 1910.

TIME-TABLE.

In force from 6th December, 1910, Until Further Notice.

CANTON (TAI SHA TOU) TO SIEN TSUN

	_	1	· –		No. 7
Iiles	STATION		Daily	W еок Даув	Sun- days
	CANTON	dep.	A.M. 7.00	Noon 12.00	P.M. 2.00
3.63	(TaiSha Tou) Shiek Pai	arr. dep.	7.09 7.12	12.09 12.12 12.23	2.11 2.13 2.26
7.90	CRE PI	-arr. dep:	I	12,28	2.29
2.53	Wu Снико		7:39		2.45
7.09	NAM Kong	arr.	7.53 7.58	12.53 12.58	2.59 3.09 3.19
21.67	SUN TONG	arr. dep			3.2
23,61	Tono Met	arr. dep	8.18	1.18	3.2 3.3
25.54	NGA YEO	arr der	. 8.28	1,23	3.3 3.4
29.00	Sien Taun				.1, 3.5

			Passenger Trains.			
· 4				No.4		
Miles	STATION	. •	Dany	Week days	Enu- day:	
	Sien Teun	dep.	4		P.M. 4.10 4.21	

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	}	SIEN TOUN	dep.	9.15	2.15	4.10
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ŀ	·	75	_	1 0 44	·	4.30
	5.39	TONG MEI	arr.	منسما		4.34
l			dep.			4.40
l	7.33	Sun Tong	arr.			4.42
l		1.	dep.	9.48		4.57
١	11.91	NAM KONG	orr.			
١		Cat.	dep	10.00		5:01
١	16.42	Wu Chung	arr.	10.1		5.15
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			uot	_110		6.00
	29.00	CANTON		,II O		,
-	}·	(TaiSha Tou)	;			
		-		-		

THE ADMINISTRATION.

Canton, 28th November, 1910.

BAZAAR.

IN Aid of the Poor Chinese Orphans of the ASILE DE LA SAINTE ENFANCE. (Under the Distinguished Patronage of Their Excellencies SIE FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and LADY DUGARD. The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL on THURSDAY, the 8th December, at 2 o'clock

in the afternoon They request your presence in order to inspect the different Needle and Fancy Works made by their Poor_Orphans. ASILE DE LA SA "E ENFANCE. Hongkong, 29th Nove , 1910. [1325

THE HONGKONG & SOUTH CHINA STEAM FISHERIES, CO., LTD.

NOTICE IS HEREBY GIVEN that STATUTORY GENERAL Captain Mass, having arrived, Consignoes of MEETING of the Company, required to be Cargo are hereby informed that their goods are held within Four Months after registration will being landed and placed at their risk in the be held at the Company's Registered Office, hozardous and/or extra-hazardous Godowns of No. 4, Queen's Buildings, Chater Road, Victoria, the Hongkong & Kowloon Wharf & Godown Hongkong, on the 12th day of December, 1910,

BRADLEY & Co., General Managers, THE HONGKONG & SOUTH CHIN STEAM FISHERIES Co., LTD. Hongkong, 30th November, 1910. 1329

LATEST PARIS FASHIONS!

F Beg to Call the attention of our Lady. Customers to the arrival of EUROPEAN COIFFEUR from Paris, brings out the latest ideas in PARISIAN HAIRDRESSING. THE PARIS TOILET CO. LTD., 13, Queen's Road Central.

Kongkong. 29th November, 1910, [1324. "WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Beries of Articles recently contributed to the "Hongkong DAILY PRESS" by "Sportsman," reproduced in book

PRICE ONE DOLLAR. Hongkong, 29th October, 1910. SUITABLE FOR

XMAS PRESENTS CANTON SATIN. SILK, EMBROID ERED, TABLE-COVER, TABLE CENTRE, SCARVES, CHINESE FLAG for DECORATION and CUSHION COVER. SATIN EMBROIDERED CUFFS and COLLARS, MANTEL DRAPE, BAGS, &c. CANTON LINEN EMBROIDERED. BED SPREADS, TABLE COVER, TABLE

CENTRE, PILLOW CASES, INSERTION,

DRAWN WORK, D'OYLIES, &c., &c. - HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 24th November, 1910. [707

TO LET

CHINA LIGHT AND POWER CO., LTD. LOST.

PUBLIC COMPANIES

PPLICATION has been made to the A General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate C-rtificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is Hereby Given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

General Managers. St. George's Building, Hongkong, 16th November, 1910.

SHEWAN, TOMES & Co.,

WEI SAN KNITTING COMPANY, LTD.

LOST PPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thercof. upon the statement that the Original Cartificates No. 18-100 Shares numbered 821/920

19-100 1021/1120 ∴ 20**--100**1 1121/1220 1221/1320 1321/1429 1421/1520 1621/1720 26-100 1721/1820

and dated 2nd Morch, 1910, have been LOST or DESTROYED; and Notice is Hereby Given that if within 30 days from the Date hereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co.,

General Managers. St. George's Building. Hongkong, 16th November, 1910.

THE WEST POINT BUILDING COMPANY, LTD. NOTICE.

CERTIFICATE, No. 675, for Six Shares Nos. 11451/11456, standing in the Register of this Company in the name of MRs. FLORENCE MINA HUNT, has been LOST. NOTICE IS HERESY GIVEN that a LA NEW CERTIFICATE for the said Six Shares will be issued Fifteen Days hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void. By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD. General Agents for THE WEST POINT BUILDING, Co., LTD. Hongkong, 21st November, 1910.



BANITARY BOARD OFFICE, Hongkong.

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the CENTRAL Division of the City of Victoria and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED

THROUGHOUT by the owners during the months of December and January. N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of sall the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls

limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Lime. washed, but must be Cleansed. The Central Division of the City lies between Gilman Street and Pcel Street on the East and Tank Lane and Cleverly Street on

the West. Kowloon is divided into the Eastern and Western Divisions by Nathan Road and straight line drawn from the North thereof through the Yaumati Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to Cleanse and Limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board. Dated this 1st day of December, 1910. W. BOWEN-ROWLANDS,

Secretary. 1337 NEW CARTRIDGES.

Y popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES. and AIR GUNS in Variety.

Inspection Invited.

Hongkong, 26th October, 1906. [1181

AUTOMATIC BROWNING POCKET PISTOLS.

WM. SCHMIDT & Co.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkong, 6th March, 1907.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st December, 1910.

TO LET.

MODERATE RENTAL.

OUSES in Observatory Villas (5 Rooms) Kowloon. Electric and Gas laid on, Tennis Court. ARRATOON V. APCAR & Co.,

14. Des Voeux Road, Central, 1st Floor, Hongkong, 28th July, 1910.

TO LET.

GODOWN, No. 4, Now Praya, Kennedy Apply— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st December, 1910.

TO LET.

Shop. BEAUONSFIELD ARCADE, 1 HOUSE, in Belilies Terrace. "EGGESBORD." No. 114, PEAK, To Lot Furnished for one year from 15th April next.

SIX ROOMS. C. M. S. PEAK BUNGALOW, MOUNT KELLET, Farnished for 7 months from 1st November, 1910. No. 57, PRAYA GRANDE, Macao.

FOR SALE .- Ton CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 29th November, 1910.

TO LET.

FROM 1ST JANUARY, 1911. No. 11, GAGE STREET. Eight-Roomed House with Godowns.

E. A. & C. F. DE CARVALHO, 14. Arbuthnot Road. Hongkong, 22nd November, 1910. [1306]

> TO LET. HOUSE, in Knutsford Terrace.

THE HONGKONG LAND INVEST-MENT AND AGENCY Co., LTD. Hongkong, 1st December, 1910.

TO LET. FFICES, Hotel Mansions.

Apply to-HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 2nd February, 1910.

TO LET.

EW and COMMODIOUS SHOPS. Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to-HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909.

TO LET.

ARGE SPACIOUS GODOWN, No. 1 51, Kennedy Town. JEBSEN & Co. Hongkong, 10th November, 1910. [1270]

TO LET.

NO. 21, CONDUIT ROAD. Nos. 1 and 2, BOWEN ROAD, la'ely occupied as Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL,

1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st T ecember, 1910.

TO LET. On or about 1st January next.

SHOP, No. 30, Queen's Road Central. Apply to-

THE MANAGER, The Victoria Dispensary. Hongkong 10th November, 1910. [1271

KING'S BUILDINGS.

FFICES facing the Harbour lately in Occupation of Mesers. JARDINE, MATHESON & Co., LTD.

THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st December, 1910.

TO LET.

CELF Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to - J. HENNESSEY SETH, No. 8, Des Voux Boad Central. Hongkong, 1st October, 1910.

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ELECTRIC MOTOR FOR SALE.

21 hp. ELECTRIC MOTOR starting switches pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. MANAGER,

HONGKONG DAILY PRESS OFFICE. Hongkong, 22nd November, 1910.

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DEMAINING Portions of MARINE LOTS 31 and 36, at Praya East. Approximate Area, 43,000 Square Foet.

LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS. MARINE

Nº. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

G. FENWICK & Co., LTD., Engineers, &c., PRAYA EAST, HONGKONG, Hongkong, 8th June. 1906.

ONGKONG HANSARD REPORTS, COUNCIL for LEGISLATIVE Session 1909. REVISED BY THE MEMBERS.

ON-SALE.

PRICE -- \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

BANKS

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ...Yen 6,250,000 HEAD OFFICE: TAIRBH, FORMOSA.

BRANCHES AND AGENCIES: Tainsn. Swatow Tamaui Kobo Anping Nagasaki Tekyo.... Canton Yokohama Foochow Shanghai Keelung

HONGKONG OFFICE: DES VEUX ROAD. allowed on Current Accounts Interest Deposits received on terms which may be had on application. D. TOHDOW, Manager.

Hofigkong, 12th September, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND Gold \$3,250,000 Gold \$6,500,000

(about £1,500,000) HEAD OFFICE: 60, Wall Street, New Yorks LONDON OFFICE: Threadnesdle House, E.C. LONDON BANKERS: BANK OF ENGLAND.

THE CAPITAL & COUNTIES BANK, LIMITED. AND AGENTS BRANCHES ALL OVER THE WORLD.

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Acting Chief Manager.

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conducted by the HONGKONG AND SHANGHAI BANKING CORPORA- G. Friesland, Esq. W. Logan, Esq. TION. Rules may be obtained on application. Hon. Mr. H. Keswick G. H. Medburst, Esq. INTEREST on deposite is allowed at 31 C. R. Lenzmann, Esq. H. A. Siebs, Esq. per cent. per annum.

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Hongkong, 16th July, 1910.

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capitel Fl. 12,378,100 (£1,031,500) Reserve Fund F1. 2,754,338,09 (£229,528)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. LONDON BANKERS

THE WILLTAMS DEACONS BANK, SWISS BANKVEREIN. BRANCHES AND AGENTS all over the

THE BANK transacts every scription of Banking and Exchange business, r sives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum. 6 do. 3½% do.

C. WOLDRINGH, Manager,

No. 16, Des Voeux Road Central.

3 do.

Hongkong, 4th August, 1909.

BANKS

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, JERIJN.

BRANCHES: Hamburg, Calcutta, Hankow. Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

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BANK, MUENCHEN. LONDON BANKERS: Messrs. N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEGTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted;

A. KOEHN, Manager Hongkong, 4th Docomber, 1997.

THE MERCANATILE BANK OF INDIA, LIMITED. £1,500,000 AUTHORISED CAPITAL Subscribed ... PAID-UP

RESERVE FUND BANKURS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts

at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... 3½ per cent. *** 22 per cent EVAN ORMISTON.

Manager.

COROHAMA SPECIE BANK LIMITED.

Hongkong, 26th April, 1910

CAPITAL PAID-UP Yen 24,000,000 HEAD OFFICE-YOROHAMA.

BRANCHES AND AGENCIES. London Tokyo San Francisco Lyons Nagasaki New York Shanghai Hankow Bombay Tientein Peking Dalny Newchwang Port Arthur Antung Chiang Chun Mukdet Tieling

Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 4 % per annum ,, ,, 6 TAKEO TAKAMICHI. Manager...

Hongkong, 26th September, 1910. HONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE EUNDS:-STERLING £1,500,000 at 2/-=\$15,000,000 SILVER ... \$16,000,000 831,000,000 RESERVE LIABILITY OF PROP'TOES \$15,000,000

PAID-UP CAPITAL \$15,000,000

COURT OF DIRECTORS. G. BALLOCH, Esq.—Chairman. ROBERT SHEWAN, Esq. - Deputy Chairman. F. H. Armstrong, Esq. | S. A. Levy, Esq. Andrew Forbes, Esq. F. Lieb, Esq.

> - CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER: Shanghai-H. E. R. HUNTEE.

> > LONDON BANKERS:

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For 3 months, 22 per cent per Annum. For 6 months, 3h per cent. per Annum. For 12 months, 4 per cent. per Annum. N. J. STABB Acting Chief Manager Hongkoug, 29th September, 1910

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE-LONDON. PAID-UP CAPITAL 21,200,000 RESERVE FUND £1,600,000 RESERVE LIABILITIES OF PROPERS-TORS,.... £1,200,000

INTEREST allowed on Current Account it the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent. for 6 for 3

WM. DICKSON. Mayager.

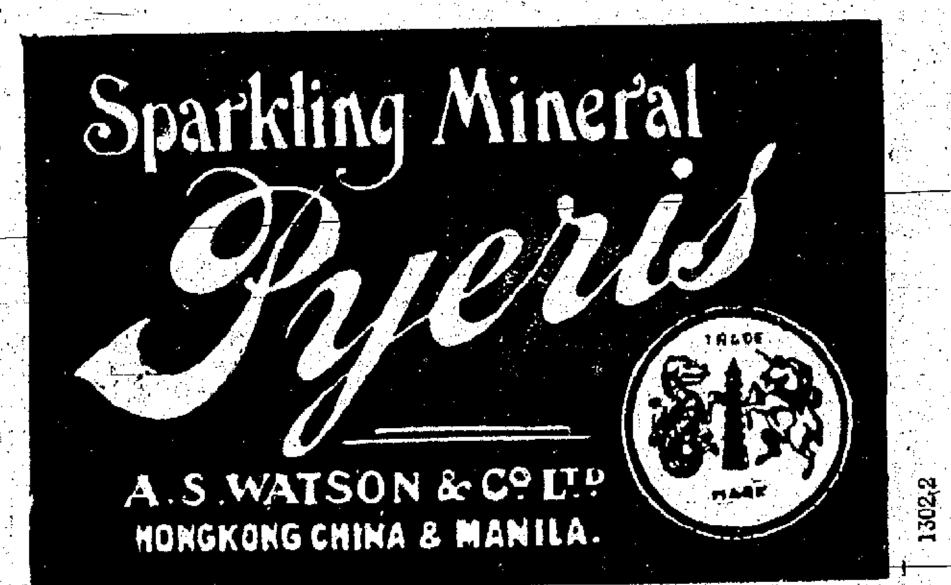
Hongkong, 27th April, 1910.

DARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of December, 1910, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of the right to quarry Stone on the following Lots of CROWN LAND around Kowleen Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from 1st day

of January, 1911, up to and including 31st day of December, 1913. PARTICULARS OF THE LOTS

No. of Sale.	Registry No.	Locality.	Contents in Acres.	Upset Annual Crown Rent.
1	Ngau Shi Wan Quarry Lots Nos. 1. 2 and 3.	Ngau Shi Wan.	623	2,000
3	Ngau Shi Wan Quarry Lot No. 4. Ngau Tau Kok Quarry Lots A. 1-5	Ngau Tan Kok.	6 50 19 65	500 3,100
4	and 7-24. Sai Tso Wan Quarry Lots B. 1-16.	Sai/Tso Wan.	16.53 24·56	1,000 3,300
5 6 7	Cha Kwo Liang Quarry Lots C. 1-30. Lyemun Quarry Lots D. 1-25. Ma Tau Kok Quarry Lot No. 7.	Che Kwo Liang. Lyemun. Ma Tai Kok.	26.44 6.70	3,800 2,600
8	Ma Tau Kok Quarry Lot No. 8.	' D o.	4.60	2,000

10 times more nutritious than ordinary Cocoa. PLASMON COCOA DELICIOUS. DIGESTIBLE. The Lancet says: "Plasmon increases the food value enormously." Plasmon, Plasmon Goods, Plasmon Chocolate, Plasmon Biscuits, Of all Chemists, Grocers and Stores Plasmon, Ltd., London,





COLEMAN'S WINCARNIS, THE GREATEST TONIC THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibitating effects are a revolution to those who have never tried it before. "WINCARNIS" has a charm all its own, which you

cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnia gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children

BUY IT TO-DAY From leading Chemist.

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AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS



WAS STANDED BY THE LATE MOREST THOMAS W SALLWACE AND MAD BERE SOUD AS IPO BISSO WAS

SCOTCH WHISKY.

BOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO.LTD.

SINGON

at and Hardware Merchants, and Retail Ironmongers, Pig undry Coke Importers. General and Shipchandlers. Nos. 35 & 37. COONS STREET, (2nd St., west of Central Telephone No. 515

When , the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should'

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order-cleanse the liver-regulate the bowels and kidneys purify the blosd tone up the nervous system. To effect this thoroughly completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

THE BIG GUNS OF THE DREADNOUGHTS.

It is frequently asserted that nothing of importance can be kept socret in the present day; but if this is true, the story of the Dreadnought ordnance must surely be regarded as an exception to the rule. Cortainly, public opinion has been concentrated mainly upon the number of ships which have been or are being placed on the stocks, the continuous development regard to the offensive powers of the vessels has attracted hardly any attention. regard to guns, the designers of this country have always been in the van; and it should not, therefore, be astonishing to find that the Admiralty, with a progressive and energetio man like Lord Fisher as its chief professional adviser, had determined upon the adoption of more powerful guns, nor that every precaution should have been taken to prevent, as long as possible, this decision from becoming public either in this country or abroad. At all events, the circumstance that since the original Dreadnought was put affect in 1906 two new types of big guns have been adopted in the Navy and every preparation made for their installstion did not become generally known until the change had been carried out and the guns were actually ready for being mounted. THE TWO 12-INCH GUNS.

The heavy gun placed in the Dreadnought and the ships of the 1936-7 programme was a 12-inch, with a length of 45 calibres and a muzzle energy of 47,000 foot-tons. There were several reasons for the selection of this gun; but perhaps the most important was that at the time the protection of the battleships in existence, both three Gurkhas and with twelve carriers, to find as regards their vital parts and their armament made it necessary for successful attack. For the ships of the next two programmes, and in the early ships in the pregramme of 1909-10, a 12inch gun of the length of 50 calibres was adopted with a muszle energy of something over 52,000 fort-ton-. It is probable that the adoption of this gun was due at least in part to the knowledge that improvements in ordnance were making progress abroad. Other nations had not taken to our system of wire-wound guns, and it was claimed that if in no other respect the system of built-up guns promised a longer span of active life than those manufactured on the British method. It is held, however, in this country that the wire gun has great advantages in circumferential strength, and lends itself to the system which enables a gun to be repair. the grumbling natives evinced every desire ed with an inner tube over and over again, to desert but were afraid to do so; which displayed itself in the earlier design of up I obtained a good view of the sea and the new 12-inch gun, owing, it was said, to the | coast—the first for eix months. It was good to mistake of not continuing the wiring to the get a glimpse of the horizon again after six muzzle. This mistake was corrected by remov. | months' imprisonment in this deadly jungle. It ing the thick outer tube over the chase, con- now began to pour as it only can in this tinning the wiring to the muzzle, and then plac- country, and we had to find a spot where we ing a thin outer tube over the wire. The change | could descend by means of tree trunks, and, six proved entirely successful, and the now gun hours after the start, sliding, and stumblingwas acknowledged to be a splendid weapon. With its projectile of >50lb, it: is capable of penetrating over 9in, of comouted armour at 10,000 yards. This gun has been mounted in the St. Vincent, Collingwood, and Vanguard, completed ships, the Neptune, which has just completed her trials; and the Indefatgable, Colossus, and Hercules, which are to be completed early next year.

THE 13-5-INCH GUN. That another step forward in the development of the offensive powers of the Drendnoughts would be taken was indicated when the gunmakers took in hand a weapon known as "12-inch A: " and it was under this designation that the new gun was known until the date of the launch of the Lion It had been generally recognized by experts that so far as the leavth of the gun was concerned we had probably reached the limit, and this for two reasons. First, because of the great length of the gun, which would be left unprotected outside the turret, and secondly in the interest of longitudinal

strength. It was also most desirable to get an increase in the weight of the bursting charge. The objects aimed at could be met by increasing the diameter of the bore, while maintaining the same length of gun as in the 12-inch of fifty calibres. The 13.5-inch gau, with length of 45 calibres, thus came into existence. The energy was increased, with an increase in striking power at great range, while the same internal pressure and velocity was maintained. The muzzle energy was increased to the extent of 10 per cent, and the weight of the projectile from 850lb to 1,250lb. Thus it was assured that with the power given by the larger gun, if the shell gets through the armour, the result will be enormously more damaging and destructive. No armour at present in use can withstand these guns at six miles range. While also the mounting of the new gun is in every way stronger, it has been possible to effect this without increasing the diameter of the turret.

policy for which credit must be given to the Admirally Board of 1908.9, we have already "in hand eight ships, icoluding the two for the Colonies, which will mount this gun, with the five of the year's programme, shortly to be laid down, and completed by the end of March, 1913.

GERMANY'S HEAVY GUNS. Although it has been often report d that the Germons were about to arm their ships with enormously improved heavy gues, it is a fact that all the vessels of the Dreadnought class yet completed in that country carry no heavier weapon that the 11-inch Krupp of fifty calibres, the armour piercing projectile of which weighs 760lb. The muzzle energy of this gun is about 42,500 foot-tons, and it is capable of penetrating about 85 inches of cemented armour at ten thousand yards. The ships carrying this gun are the Nussau, Westfalen, Rheinland, Posen; battleships, and the Von der Tann, armoured cruiser. For the eight ships now in hand, it is understood that a 12-inch gun of fifty calibres has been prepared, a un with a muzzle energy of 55 000 foot-tone, throwing a projectile of 910lb. Very little is known about this weapon; but it can hardly show any inderiority over the 12-inch of lifty calibres with which some of our ships, as already mentioned. have been armed. The vessels into which this. gun is being pull are the Ostfriesla d. Helgo-Lind, Thuringen, and Oldenburg, battleships, and the Moltke, armoured cruiser, all of which are completing affoat, with the Ereatz-Hildebrand and Breatz-He mdall, battleship, and "H," armoured cruiser, which are still on the

It is again reported that at Messrs. Krupp's works a 14-inch gun has been designed, and that an experimental piece of this calibre is under trial. It is quite possible that if this rumour has foundation it may in a measure account for the delay which has undoubtedly taken place in beginning the ships of this year's programme. It is more likely, however, that the temporary cessation of German naval actiwity is of economic origin and due to labour

In America, it may be noted, the Arkanias and Wyoming, the latest pair of battleships ctually building, are to be armed with a inch fifty calibre gun. giving to its 850lb. rectile a muzzle energy of 52,500 foot-tons. from marked a great advance on the guns of the parlier American Dreadnoughts, but it. is proped to mount in the future vessels a 13-inch &, with a length of forty-five calibres.

It will throw a 1,400lb, projectile with a muzzle energy of 65,500 foot-tons. A similar gun is said to have been made at Elswick for mounting in the third Brazilian Dreadnought, the Rio de Janeiro. but no confirmation of this report

has been made. There have been other great developments in regard to the offensive power of the newer British Drendnoughts. We are moving quickly in this direction, and it must be that a still heavier gun is needed. If so, it is quite certain that our designers and manufacturers will be ready to supply it if the professional advisers of the Admiralty are satisfied that it is wanted. If it should be so decided, it may be hoped that reticence will be observed on the part of all concerned equal to that which has proved so valuable in regard to the improvements of the past -The Times.

DESERTED IN THE UNKNOWN.

THRILLING ADVENTURES OF A BRITISH

A thrilling story is told in letters from New Guinea, dated July 25, of the journey made by Dr. Eric Marshall, who started off without any European companion from the camp of the British New Guinea expedition at Tipue to discover a route to the Snow Mountains. After a trying trip of nearly three weeks, in which his carriers described. Dr. Marshall succeeded in finding his way back to camp, says Reuter.

The young explorer (who was a member of the

Shackleton South Polar expedition) left the samp at Tipué on June 13, accompanied only by a road to the mountains, which were the objective of the expedition.

He turned eastward, and after wading kneedeep for two miles, struck the Watsikwa, the largest river he had then seen. Shortly afterwards he came on mountains which rose sheet from the river for some hundreds of feet and made progress with leads almost impossible. Leaving two of his three Gurkhas in camp

Dr. Marshall then started with one Gurkha and five natives, and attempted to advance over hill 1,500 feet high, covered with dense jungle and dead and fallen trees.

VIEW OF THE SEA.

"Pullman (the Gurkha) and I," says Dr. Marshall, "wont ahead, cutting a path which Much was made at the time of a weakness was a very stiff climb, but about half-way in fact, doing everything but pitch down head foremest - again struck the river.

On the following morning Dr. Marshall again started off with two natives to see what lay ahead, and, alternately wading and cutting through the jungle, ascended the valley for two miles. The natives were very loth to proceed. declaring that this was the country of " the little men." On this march the explorer was saved from being precipitated into the deep and rapid torrent by a native, who anniched him out of danger just as he was being swept off

On the following day, when six miles up the mountains and seven days from camp, he was deserted. " Here I am, absolutely alone," writes Dr. Marshall, "the first white man to penetrate this district. My natives have deserted, and I have sent my one Gurkha back to the last camp while I remain on guard. All the available food is four pounds of rice and two tenspoonfuls of ta, and I have given the Gurkha my guo, retaining only my pistel,"

HOPING FOR THE BEST. Later the two Gurkhas from the previous camp arrived and informed Dr. Marshall that all the natives had deserted. Continuing, Dr. Marshall savs :--

We are now landed with the difficulty of transporting our baggage, but the two Gurkhas and myself must make it into three loads and carry it down to the next camp and from thence by relay work to the cance, i the natives have not taken it

"The Gurkhas are perfect trumps. The two practically divided the whole load between them, and positively refused to allow me to carry any... thing but the canteen and culinary gear. We reached the lower camp after five hours march, and of course, have seen no signs of the natives, who have gone for good. We are now faced with getting everything down to the cance camp, and there are at least five heavy loads. "Unfortunately, while cutting a way through As a result of this triumph of progressive the jungle to-day with my cookrie I slashed my knee open for one and a half inches down to the bone, and this rather handicaps me over the

> On the following day, Dr. Marshall, finding that the natives, in order to cut off his retreat, hed taken away his cance, arranged to build a raft with weich to negotiate the narrow rapids, but meanwhile the river was rising at the rate of eighteen inches an hour, and the torrent was rushing down within a foot of the banks. "In a space of two minutes," continues Dr. Marshall, "the river rose to the top of the highest part of the bank, coming down in a great wall, and at nearly twenty miles an hour; trees torn up by the roots flew past, and the great waves carried everything before them."

Finding it impossible to proceed by means of a raft, Dr. Marshall hid his stores in the jungle, and, with a load weighing fifty to sixty pounds, started to return to camp, his Gurkhas each carrying about the same weight. The day's murch was a terrible one; every inch of the road had to be out through jungle, and, after a journey of eight hours, with three brief halts, camp was pitched.

The following day's experience was equally COAL DEPARTMENT trying, but on June 27th some of the deserters returned with the missing cance, and Dr. Mar shall resumed his journey, and finally returned to Tipue, where he found Captain Bawling.

TUST RECEIVED and FOR SALE for the PRESENT SEASON. From the AGRICULTURAL and HORTICULTURAL AB-OCIATION of LONDON. A selection of the best varieties of their famous and tested

GARDEN FERTILIBERS, BOOKS ON GARDENING,

SEEDS.

VEGETABLE AND FLOWER

GRACA 27. DEB VŒUX ROAD, HONGKONG.

TAVID COBSAR & SON'S MERCHANTINAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO

Bole Agents.

ADDUUM. FOMORE " Deansing a Beautifying गिउडिधि

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PUREST & CHOICEST

MOREDIENTS

Sozodont

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be. Let them try SOZODONT.

It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is Secodont is in three forms-powder, liquid, and pasts : each equally effective. Try the powder first it mosts the requirements of most people.

A MIN'S NEW STOMACH.

A cable message from America relates a most wonderful surgical operation. A man entered hospital, with his stomach in such a bad state that death seemed certain. But the doctors removed his stomach, and replaced it by the healthy stomach of a man who had just been accidentally killed. The cable states that the operation has proved entirely successful.

This story seems contrary to all natural laws. But it is a fact that thousands who have had weak or disordered stomachs have toned up their stomache and restored them to perfect working order by taking the best-and best known - of a'l stomach and liver tonics - Mother Seigel's Syrup. This world-famed remedy is made of roots, barks and leaves which tone and strongthen weak stomachs and stimulate the action of the liver and bowels... Thus it prevents the many ailments which spring from a disordered stomach and liver, such as pains after eating headaches, dizziness, biliousness, constipation, languor, sleeplessness, or low spirits.

Mrs. Reed, 119, York Road, London, N., in a letter dated April 5, 1910, says :-"Three years ago my husband wasted away because he could not digest his food. I thought

he was dying! At first he was a little dizzy and bilious, and had pains after eating. As his stomach got weaker, his troubles grew, until he had many common signs of Indigestion and "At nights he slept badly. He would rise

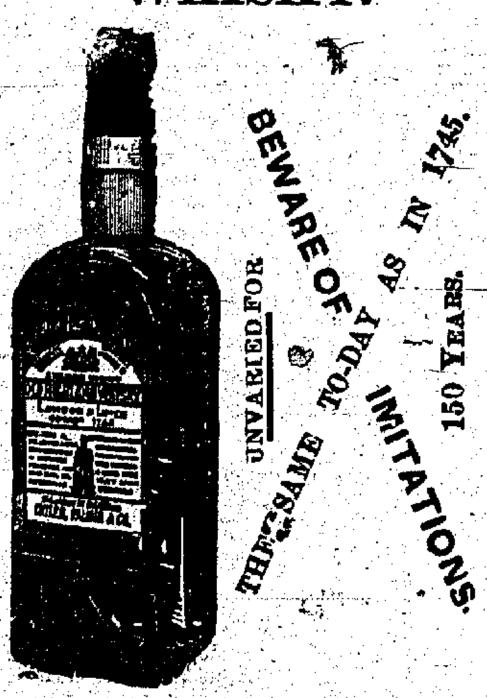
tired, with a furred tongue and no appotite for breakfast. Then his stomach would sometimes reject the little food he ate. He had very bad headaches, too. "After he had endured a year of such ill-health, I was advised to give my husband Mother Seigel's Syrup.

"Altogether, I think, three bottles, of Mother Seigel's Syrup cured him. It restored his appetite, and enabled him to digest his food. His strength returned; he could do his work and sleep at night, and he is still in splendid

Mother Seigel's Syrup will renew a weak and disordered stomach. Test it to-day!

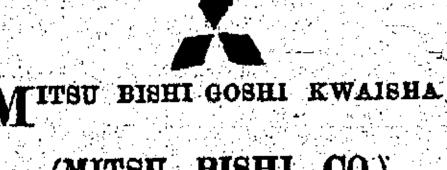
'SQUARE BOTTLE'

WHISKY.



SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & 60 and from ALL WINE MERCHANTS. [46



SOLE PROPRIETORS of TAKASIM OCHI, MUTABE, HOJO, KANADA, NAMAZUTA SAYO. SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE Coals. HEAD OFFICE -MARUNOUCHI,

TOKYO.

BRANCH OFFICES -- NAGASAKI MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HUNGKONG, HANKOW. Cable addresses for above, "IWASAKI."

Codes, AI, ABC 5th Ed., Western Union, AGENCIES ---YOKOHAMA: M. Asada, Esq. CHINKIANG: Messis. GEARING & Co. MANILA: Mesers. MACONDEAT & Co

For Particulars apply to H. OISHI, Manager, No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions I from Messrs. Butterfield & Swire to sell by Public Auction,

On THURSDAY, the 8th December, 1910, at 11 A.M., at The China Navigation Co.'s Godown, West Point, A QUANTITY OF UNCLAIMED GOODS,

Comprising :-IRON, PAPEB, BEANS, BECHE DE MER. MEDICINES, SANDALWOOD, BEANCURD, CEMENT, &c., &c., &c.

Terms :-- As Usual, HUGHES & HOUGH.

Hongkong, 1st December, 1910. [1338]

INSURANCE

TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. POTAL FUNDS AT 31st DECEMBER, 1909 £19.875.357.

Authorised Capital £6,000,000 Bubscribed Capital Paid-up Capital Fire Funds 3.488.136 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates SHEWAN, TOMES & CO.,

Hongkong, 19th July, 1910.

DENTISTRY

DR, M. H. CHAUN. DENTAL SURGEON,

ST FLOOR, ROOMS 2 and 3 From the . University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910.

33, QUEEN'S ROAD CENTRAL.

CIEN TING

SURGEON DENTIST No. 10, D'AGUILA'S STREET

TERMS VERY MODERATE Consultation Free. Hongkong, 21st September, 1905.

A-LING & CO.. 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description

Developing and Printing Undertaken.

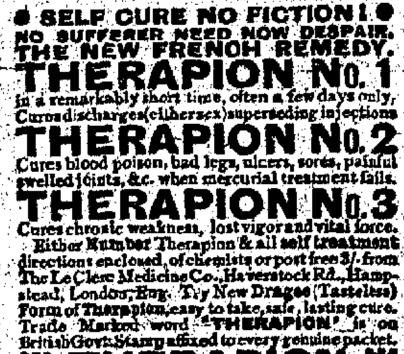
Mongkong, 31st July, 1907



Superior to Emulsions or Cod

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil. Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with

consumptive tendencies. Bold in bottles of 100 Capsules. Bold by all Chemists.



Cures chrosic weakness, lost vigorand vital force.

Rither Mumber Therapion & all self treatment
directions enclosed, of chemists or post free 3/- from
The Le Clerc Medicine Co., Haverstock Rd., Hampslead, London, Hog. Try New Drages (Tasteless)
Form of Therapion, easy to take, sale, lasting cure.
Trade Marked word THERAPION' is on
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CURES TO STAY CURED.

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AVERAGE MARKET PRICES.

On sale at the "HONORONG DAILY PRESS

Hosukoug, Oth June. 1910.

Commodore Eyres, Hongkong.

Teal, river runboat, 180 tons, 2 guns, i.h.p. 800,

Thistle, gunboat, 710, tons, 900 h.p., Lieut.

Lient Comdr. R. J. Buchanan, Yangtaze.

Comdr. M. B. Baillie-Hamilton, Shanghai

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MACHEW, German str., 996, C. Wolff, 9th Nov

and Meal-Butterfield & Swire.

Bangkok and Swatow 8th Nov., Rice

NOTICES TO CONSIGNEES

Pineapple Cooking | only ... 2nd .. -

vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods

Optional Goods will be landed here unless instructions are given to the contrary within

No Fire Insurance will be effected by me Damaged packages must be left in the Godowns for examination by the Consigner's and the Company's representatives at an appointed hour. All claims must be presented within ten

-Superintendent.

'SHIRE" LINE OF STEAMERS, LTD.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on THURSDAY, 1st Dec., at 10 A.M. Claims against the Steemer must be

No Fire Insurance will be effected by us in Bills of Lading will be countersigned by

Hongkong, 25th November, 1910. [1318]

FROM SHANGHAI, KOBE AND MOJI.

having arrived from the above Ports. Consigness of Cargo are hereby informed that their Cargo impeding the discharge will be landed at Consignees risk and expense into the hazardons and/or extra hazardous Godowns of the

Bills of Lading will be countersigned by DAVID SASSOON & Co., LTD.,

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon where each Consign-

Goods not cleared by the 6th Dec., at 4 P.M.,

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which

date they cannot be recognised. No Claims will be admitted after the Goods have left the

Buperintendent.

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lengkong Observatory, Dec mber 1st. at 4 p.m. 10 a.m. At 4 p.m. £29 98 Weather

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LTD., Mesers. BREWER & Co., or from the

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THE POSITION OF SHIPPING.

work in the shippards has not yet begun, there impelled the upward movement. Within the is satisfaction in the fact that the shipping last week or so, however, there has been a very trade of the country has lately been enjoying distinct slackening in the Black Sea trade, as much better times. This fact does not lose in our weekly reports on Freights and Shipping interest, but gains, from its coincidence with the 'indicate, through owners in their eagerness to most critical event that the shipbuilding in lustry share in the flarvast rushing their boats in tohas known. What the shipbuilding trade has offer for November loading by sending them lost in suspension of work and in wages during out in ballast; and in most trades the high rates the lo kout need not be discussed just now, but which recently obtained have not been fully It is necessary to point out that it has already maintained. lost a good doul of actual work that can never be "replaced | For example, much repair work to | ships in commission has been relegated to know, and nobody can know what is to be the foreign ports, and some orders for new ships future of these markets. But it would appear have been sent to foreign, chiefly Dutch, buil-r, that a year which in the beginning promised dors. There is also good reason to think, that to be one of the most, if not actually the most, but for the strike in Gormany much more work | disastrous in the records of shipping should-now would have been sent abroad. One reason for give very fair results. That is a great gain for thinking that is to be found in the increased the national industry. There is an immense demand for floating tonnage and in the prepa- amount of crop-moving to take place all over rations which shipowners have recently been the world during the coming winter and spring. impelled to make to meet the growing demand. That is to say, the demand for tonnage should The too-familiar cry that the world is over- again become active. And with fully eight stocked with merchant tonnage is now seldom weeks practical reseation in the production of heard. There may be still too much afford for marry all the British (though not Irish) the good of the owners of much of it, but it is shippards, and the strike in the German shipnot apparent, or at all events not so apparent, yards, the supply of new toimage put into the in the freight markets.

to the sules of obsolete or antiquated British been. And all the time the natural wastage is vessels to foreigners, for that kind of transition going on. At present the supply of tonnage is Single Contribugal Pump with Engine. in just yours has served to make the lot of the not increasing in a greater ratio than the Bratish shipowner worse by bringing low-priced. demand for it. The Times. cheap's mained, and c exply equipped ships into a mpetition at freights which paid them moderately, while they made good, British ship ping amenumerative. What has brought some relief has been the breaking up within the past year or two of many obsolete vessels that while good enough as scafarers, were not good enough to earn money in competition with more modern and more efficient vessls. Origical owners and mortgagues, and others, may have. lost money by these depletions, but partial as they have been, the shipping industry as a whole has gained, since they were accompanied by a decrease in the rate of new production. It is unnecessary to dwell on this aspect, the extent of which may easily be exaggerated, but it is necessary to bear it in mind in reviewing the uitualion...

THE RECENT RISE IN FREIGHTS. The real immediate cause for the improve-

ment in the freight markets which has been

so noticeable lately is naturally the growth in the volume of sea commerce. That trade generally has been quietly improving for 12 months or more those who watch the indices of commerca are aware, but it only recently made itself evident in the avenues of transport. In the first half of the year the coudition of shipping was as glooray as it had ever . been-in some cases much worse-and the prospects for shipowners were depressing in the extreme. Owing partly to the slack demand and low freights many vessels were laid up for repair during the summer months. It is impossible to obtain exact statistics on the subject, but it is well known in the trade that down till August there was a quite unusual number of vessels temporarily laid up for repair, including a good many suffering from the results of accidents and collisions. This large amount of laid-up tonnage began to make itself folt when the revival in sea trade first appeared. By the end of August a slight improvement in freights was perceptible. In shipping circles this was attributed to a better distribution of tonnage-that is to say, not so much was crowded into any one market that for the moment looked tempting. When September opened the number of would-be charterers realized that tonnage was not so easily obtainable as it had been, and ship wners began to realize that they could once more dictate terms at times. In short, all at once the domand for tonnage became heavier and more general than it has been for years. In the Black Sea trade especially the rates became very strong, as there was so much pressure to ship grain cargoes while the markets were good. In the Mediterranean ports generally there was not as yet any extra demand for vessels, but there was a comparative searcity of tonnage, as steamers went out to the Black Sea for homeward cargoes at the higher rates of chartering there. Meanwhile the demand at American

"The kettle began it," no doubt, but where was the kettle? At any rate by the middle of September the freight markets had reached a more pleasant and, for shipowners, encouraging position than had been obtained for many years, for the Straits and Hongkong on the 28th ult., and this was noticeable at the time when the shipbuilding trade was quarrelling with its own bread-and butter. Within a very short time the outlook for tramp owners changed from obsolute hopelessness to brilliancy. Owners of trump Loudon of the 5th ultimo, will leave Saigon on steamers had of recent years become accustomed the 1st instant, and is expected to arrive here on to face loss, or the prespect of loss, wherever they sent their vessels, but now they could look for profitable employment almost anywhere. So great a change rarely comes over the spirit of the dream for any industry in so short a time. Even when he neward rates had appeared telerably remunerative outward charters formerly were angled for at rates that could not cover expenses in order to obtain the advance freights to finance the operations of impedunious owners. But now an improvement in outward rates was remarked also, and the former beggars became critical choosers. And as the amount of available tourage was defective the price of good up-to- Manila and this port, and is due here on the 9th date, not obsolete, vessels quickly rose also.

ports for cotton, timber, and grain cargoos began

to increase, and, though fates did not rise

active. And about the same time it was evident that a large amount of tonnage was and would

be wanted at South American ports and also in India. As it was clear that the demand for

tonnage was general the unwkets rose all round.

STEADY IMPROVEMENT. "

As far as the Black Sea position is concerned, it would seem that the fire was lighted a while ago by the chartering agents, who screwed down rates so much and im- day. posed such onerous obligations that early in the season owners withdraw their ships from the Azeff for forward loading. When, therefore, the grain began to come down to the shipping ports shippors were very anxious to procure tonnage, with the results above stated. This is the theory advanced in shipping circles. but too much weight may easily be attached to it. The start was given, at any rate, and the way had been made clear by allversity. It was the tramp which gained the benefit of the change in the first place, and probably during the whole movement. And it was just the tramp which needed the change most. For the trampowner the amazing thing was that in order to win a decent homeward freight from anywhere he had not now to lose on his outward voyage as much as or more than the difference. By the end of September the demand for tonnage in all markets was such that it could be called simultaneous. It was certainly general. And as the autumn advanced the effect of the bad or, at all events, imperfect harvests on the Continent of Europe on the freight market also took shape. France, for example, has bought so much foreign wheat that she will

require some 300 steamers, or steamer voyages,

to import it. As the Bastorn waters were. cleared of superfluous vessels the freights there went on rising with the demand for tonnage. Although the dispute in the shipbuilding It was the old story: not so much of actual trade is not yet ended and the resumption of scarcity as fear of an impending scarcity—that

IMMEDIATE PROSPECTS. No one should prophesy what he does not water will be for some months restricted con-This relief, such as it is, cannot be attributed siderably below what it would otherwise have

BARCLAY, PERKINS **FAMOUS** STOUT



Sole Agents for China: DADY BURJOR & Co.

NOTICE-THIS COAL can only be i obtained from THE LABOAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch immediately, the demand soon became quite Telegrams: "Labor Labuan. BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

VESSELS EXPECTED.

THE INDIAN MAIL. The Apear str. Gregory Apear from Calcutta left Singapere on the 26th ultimo afternoon, KOBE & YOKOHAMA and may be expected here to-day. The Indo-China str. Kutsang left Calcutta and is due here on or about the 14th inst,

THE FRENCH MAIL. The M.M. str. Ville de la Ciotat; with the French Mails of the 6th ult., and Mails from Sunday, the 4th instant. THE AMERICAN MAIL

The P. M. S.S. Co. str. Korea sailed from Yokohama on the 26th ultimo, and may be expected here on the 5th instant. The P. M. S.S. Co. str. Siberia sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th instant.

THE AUSTRALIAN MAIL. The E. & A. str. Eastern from Sydney, &c., left Port Darwinson the 28th ult., for Timor,

MERCHANT STEAMERS. The Barber Line str. Shimosa left Singapore

on the 25th ultimo morning, and is due here to-The str. Glenlogan left Singapore on the 26th

ult., and is due here to day. . The N.Y.K. str. Aki Maru (European Line) left Moji for this port via Shanghai on the 28th ultimo, and is expected here on the 5th instant. The str. Ischie left Singapore for the port on the 30th ultime afternoon, and may be expected here on or about the 7th inst.

The T.K.K. str. Hongkong Maru left Yokohama on the 25th ultimo, and is due to arrive at Hongkong on the 8th instant. The American-Asiatic S.S. Co.'s str. Indradee left New York on the 20th Oct., and is due here on or about the 15th instant.

The O.S.K. str. Seattle Maru left Tacoma for this port via Japan and Manila on the 12th ultimo, and is due here on the 18th inst. The T.K.K. str. Nippon Maru sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki

and Shanghai, and is due to arrive at this port. on the 20th instant. The str. Glenlochy left London on the 5th alt, and is due here on or about the 20th inst, The American & Manchuria Line's str. Kioto left New York on the 10th ult., and is due here on or about the 1st January.

INTIMATIONS

TO THOSE INTERESTED IN

ENGINEERING WORK.

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL

FOR SALE:

12" Diameter.

Rocker Pump Engine.

Steam Pile Driving Winch.

Winch for Pile Driving

TAIKOO DOCK, HONGKONG

Portable Lecomotive Boilers and Engines: Marine Beilers Complete. Vertical Steam Engano, Rope Drive. Plenty" Engine and Dynamo.

† Steam Winch. Vertical-Food Donkey. Portable Stone Breaker and Auto Screening and Loading Machine. Stone Crushers.

Coment Mixer. Pulsometer Pumps. Duplex Steam Pumps. Duplex Feed Puter. Double Acting Pump, single Cylinder. Ballast Pump. Heroules Pump. Gwynno's Pump. Plunger Pump. 3 Throw Ram Pump

Shafting. Double Centrifugal Pump with Pulleys and Hardwood Core Bars. Centrifugal Pump with Pulleys.

Single Centrifugal Pump with Pulleys and

Two ton Hand Cranes. Tip Waggon's and a Number of Carriages for Iron Skip Buckets. e. s Tyred Wheels without Axles. east Pyred-Wheels with Axles. e. s. Wheels and Axles without Tyres. 14 lb. Rails with Iron Ties. 40 lb, Rails. Planged Steel Piping. Railway Sleepers. 3" Pourding. Six-Sheave Blocks. 12" c.i. Right Angle Bend.

12" Expansion Joints for Centrifugal Pump.

Motor Drivon Winch with Controller.

Large Pile Driving Steam Hammers."

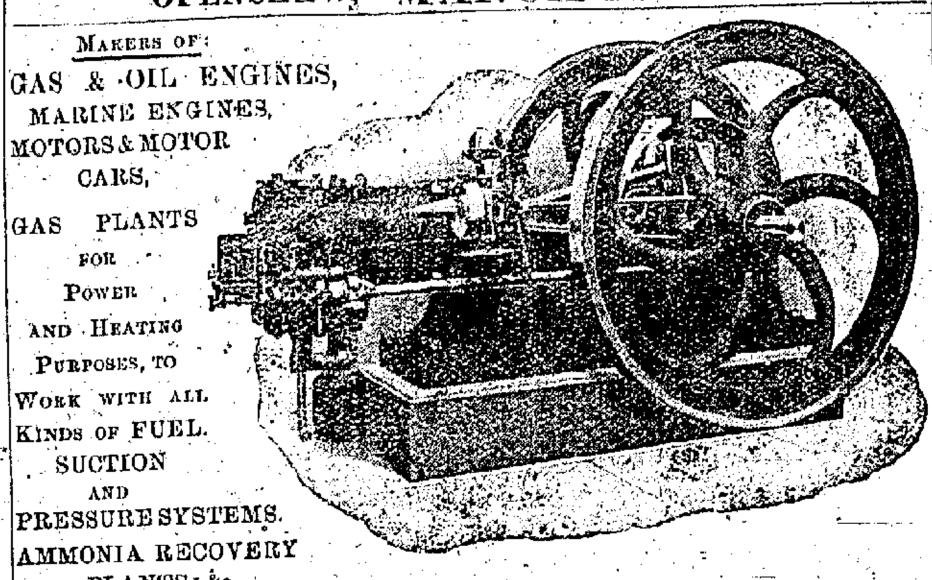
Small Pile Driving Steam Hammers.

c. i. Foot Valves for Centrifugal Pumps 9" and

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN Hongkoug, 3rd October, 1910.

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.



PLANTS, &c. HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES. SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT

WORK IN THE COLONY. AGENTS FOR HONGKONG & SOUTH CHINA: W. R. LOXLEY & CO.,

YORK BUILDINGS.

BREMEN Wholesale Wine & Spirit Merchants. NORD DEUTSCHER IMPERIAL GERMAN LINES.

		A
FOR	STEAMERS	TONS TO SAIL
MANILA, ANGAUR, YAP, FRIED- RICH, WILHELMSHAFEN, RABAUL, BRISBANE and SYDNEY	Capt. D. Lenz,	6,000 \ Dec., at 8 A.M.
SHANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG, Capt. F. v. Bin	" 18,300 (Friday, 2nd Dec., at 9 A.M.

· ··· About -13th December. NAPLES, GENOA, ALGIERS, Wedday, 14th GIBRALTAR, SOUTHAMPTON, Capt. O. PAHNEE 17,000 [Dec., at Noon. ANTWERP & BREMEN "BORNEO" KUDAT & SANDAKAN... Capt. F. SEMBILL

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA Hongkong, 2nd December, 1910.

PASSENGER SEASON 1911.

BY THE

DISPLACEMENT. 20,300 - ON MARCH 22ND. "PRINZESS ALICE Capt. P. GROSCH. " LUETZOW " Capt. B. WILHELMI

17,000 - ON APRIL 19TH. Capt. O. PAHNKE. CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS. All the Steamers of the European Line are fitted with Wireless Telegraphic. New

System of Telesunken. Early booking recommended, For Particulars, apply to

Hongkong, 10th November, 1910.

GENERAL AGENTS.

LINES. MAIL

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SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA ... HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

	PROPOSED SAILING FROM HONGKONG (SUBJECT	
	Steamers. Tons	SAHANG DATES,
	* MONGOLIA 27.000 , SATURDAY,	3rd Dec., at 5 P.M.
	+ TENYO MARU 21,000 ,, SATURDAY	, 10th Dec., at 1 P.M.
	* KOREA 18,000 SATURDAY,	17th Doc., at 1 P.M.
٠,	* NIPPON MARU	31st Dec., at 1 P.M.
	• SIBERIA SATURDAY,	
	* MANCHURIA 27,000 SATURDAY	, 21st Jan., at 1 P.M.
•	+ CHIYO MARU	, 28th Janesat 1 P.M.
	.* Twin Screws. + Triple Screw Steamer. 1-	

All Steamers are Equipped with Wireless Telegraphy: FINHE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA I NAGASAKI, KOBE, YOKKAICHE, YOKOHAMA and HONOLULU, on SATURDAY, 3rd December, at 5 P.M.

FARES: HONGKONG TO LONDON 271 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

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INTERMEDIATE SERVICE.

CHINA...... 10,200 Tons..... SATURDAY, 14th Jan. at 1 P.M. ASIA............ 9,500 Tons......SATURDAY, - 4th Feb., at 1 P.M. THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI L KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, 14th January, at 1 P.M. On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates. FARES, HONGKONG TO LONDON ; via Canadian Atlantic Pores. £43. HONGKONG TO SAN FRANCISCO

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Preight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE YOKOHAMA & SAN FRANCISCO

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.) STEAMSHIP"

Through Hills of Lading issued to Pacific Coast Points and all Eastern Canadian and

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SEISON PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

	STEAMERS	L.eavo.	Councered Programers	Marsenhes	PLYMOUTH ?
	to Соломво	Hondrond	from Colombo to Marseilles & London	(Brindisi	(London
•	Steamer Tons	1 p.m. Saturday	Steamer Tons	SATURDAY	FRIDAY
	DELHI 8000 ARCADIA 7000	February 4 February 18	MANTUA11000 MALWA11000	March 4 March 18	March 10 March 24
	ASSAYE 7500	March 4	MACEDONIA 10500 (Through Steamer)	Αρεί 15	April 7 April 21
	MARMORA 10500 DEVANHA 8000 DELHI 8000 ABSAYE 7500 DELTA 8000	March 18 April 1 April 15 April 29 May 13	MOLDAVIA10000 MONGOLIA10000 MOREA11000 MOCLTAN10000	April 29 May 13 May 27 June 10	May 5 May 19 June 2 June 16
					

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax) : 1ST SALOON £71.10 SINGLE. £106.14 KETURN. £48.8 — - £ 72.12 IN ADDITION TO THE ABOVE MAIL STEAMERS. INTERME DAITE(Non-Transhipment) STEAMERS will leave for

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES. Proposed Sailings:

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* SUNDA * NUBIA * SYRIA * NORE * PALAWAN * BORNEO * SICILIA * SUMATRA * NILE	#19 \$18 \$18 \$19	Tonnage 4700 5900 6660 6700 4600 6700 4600	about January 25 February 8 March 8 March 22 April 5 April 19 May 31 June 14	March 2: April 2: May May May June June July 1

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN..

£38 10 Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to-

SHIPPING.

AHRIVALS. ARAGONIA, German str., 3,228, C. Moyor, 1st Dec. - Foochow 29th November, General-Hamburg-Amerika Linie. BRASILIA, German str., 4,300, L. Maup. 1st December-Singapore 24th Nov., General

Mamburg-Amerika Linie. EMPRESS OF JAPAN, British str., 5,081, --1st Dec.-Shangbai 29th Nov., Mails and General-Canadian Pacific Railway Co. HANGCHOW, British str., 1st Dec .- Canton. HANDINGE, British frausport, 5,433, ----

1st Dec .- Singapore. KWANGTAR, Chinese str., 1st Doc .- Cauton. RWONGSANG, British str., 1,424, Richard, 1st Dec.-Shanghai and Swatow 30th Nov., General-Jardine, Matheson & Co.

LANDRAT SCHEIFF, German str., 1,012, A. Strave, 1st December-Bangkok 21st and Swatow 30th Nov., Rico - Siemssen & Co. MATHILDE, Gormon str., 831, C. Ulderup, 1st December-Haiphong and Hoihow 30th Nov., Rice and General-Jobson & Co. NAMUR, British str., 4,179, H. W. Kourick, 1st December -- Yokohama 14th Nov., General

- P. & O. S. N. Co. PANAMA MARU, Japoneso str., 6,500, K.-Mato, 1st Dec.-Shanghai 28th Nov., Flour and Matches, &c .- Osaka Shosen Kaisha. POLYHEMUS. British str., 3,061, A. E. Dodd,

1st Dec.-Liverpool 22nd Oct., General-Butterfield & Swire. PRINZ LUDWIG, German str., 5,704, F. v. Finzer, 1st December-Bremen 18th

Oct., Mail and General-Melchers & Co. SZECHUEN, British str., 1,142, Sidford, 1st Dec. -Tientsin 24th November, General and Nuts-China-Navigation Co. Wosang, British str., 1,127, J. Smith, 1st Doc. -Dalny 15th and Newchwang 24th Nov.,

and Benns-Jardine, Matheson &

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE, 1st December.

Choysong, British str., for Shanghai. Haitan, British str., for Swatow. Honsang, British str., for Hongay. Prinz Ludwig, German str., for Shanghai. Tjiliwong, Dutch str., for Shanghai.

DEPARTURES. 1st December. Antico, German str., for Haiphong. AMIRAL FOURICHON, French str., for Shanghai Annui, British str., for Canton. BOURBON, French str., for Saigon. CHEONGSHING, British str., for Shanghai. CHINKUA, British str., for Shanghai. CLARA JEBSEN, Gorman str., for Hoihow. FRI, Norwegian str., for Quang Chow Wan. HALDIS, Norwegian str., for Hoihow. INDRAPURA, British str., for Singapore. KIUKIANG, British str., for Canton. KUMBANG, British str., for Singapore. NAMUR, British str., for Singapore. NILE, British str., for Shanghai. ORESTES. British str., for Singapore. SHANTUNG, German str., for Samarang. SHIBETORO MARU, Japanese str., for Tukao. SIGNAL, German str., for Swatow. SUNGKIANG, British str., for Iloilo.

> PASSENGERS. ARRIVED.

Tinosano, British str., for Canton.

Per Panama Maru, from Tacoma, &c., Mrs Gogg, Mrs E. W. Henderson and Mr Houry M.

Per Kwongsang, from Shanghai, &c., Masters M. J. and A. Lello, H. and C. Stapleton, Mr. Bortram, Mr N. G. M. Luykon and Mr C. L. Howell.

Per Namur, from Yokohama, for Calcutta, Mr C. Osborne : for Marseilles, Air Peter Joss, Mr and Mrs C. S. Lewis, and Miss Wentmore; for London, Warwick-Major, Misses G. Corlass, L. Lloyd, M. Rayner and N. Osborne, Mr and Mrs Sweet, Mr R Brumpton, Mr Ridington, Mr G. Story and Miss Drewry ; from Kobo. for London, Mrs Farbridge, child and infant, Miss K. Moore; from Shanghai, for London, Mr J. do Rijke, Mr H. C. do Rijke and Miss

Per Pring Ludwig, for Hongkong, from Bremen, Mr J. Jacobs, Mrs Xenia Lauritzen, Mr Th. von Hein, Rev. v. Qualon, Messrs J. Tuligowski, Otto Festing and Chr. Bentzen from Rotterdam, Mr H. Sol warzenberg; from Southampton. Mr and Mrs Dymond, Miss J. Caren, Miss E. Pitt, Miss C. Coad, Dr. E. W. Perkins and Miss Minnie Ferguson; from Antwerp, Mrs L. Senton, Messrs R. and D. Tellerin : from Genoa, Mr and Mrs A. Metzler, Mr R. Spangenberg, Mrs Bendysche Layton, Mrs Lina Gottschalch, Mrs Rachel Bissel, Mr H. Schönherr, Mr and Mrs U. Spalinga, Mr A. Farner, Mr George Zwanzger, Mr John Andrews. Sahwester B. Kergan. Mr Kurt Fäbler, Mr Ernst H. Scriven, Mrs Friedn Schoeh, Mr Fritz Rietz, Mr. Kurt Knoch, Mrs Kemlein and daughter, Mr Albert Kaapeler, Mr H. von Carlsburg, Mr Hons Witrich, Captain G. Biewald, Eingh. Dienerin. Messrs B. Schmalz, A. Fook, H. Runge, A. Müller and P. Hardner; from Port Said, Mrs C. Eruchhaus; from Colombo, Dr. W. M. Koch; from Penang, Baron de Bethune : from Singapore, Mr and Mrs C. Owen, Mr H. E. Benker, Mr A. Rohrmann, Mrs Verschor, Mr S. O. Limby, Mr Bune, Mr L. A. Joeng, Dr. R. Schulz, Dr. Tochgeschuerz, Mr H. Haesloop, Mr William Heyde, Mrs Madison and Mr E. Lehmann.

Per Nile, for Shanghai, Mr W. H. Marks. Per Namur, for Singapore, Mr C. E. Douglas: for Marseilles, Mr and Mrs C. S. Swanie, and Mrs M. S. Sanborne; for London, Mrs Taylor and 4 children, Major E. D. Mears Capt. E. S. Johnston, Stoff Sergt. Davis. Sergt Fory, Corporal Manley, Lee. Corp. Waits, Lt. M. M. Brice and Mr A. J. Pumfrett. PerRubi, for Manila, Messra J. A. Anscombe, G. E. Carpenter, J Rand, C. H. Camp, T.

DEPARTED.

Hufford and J. W. Penter, Mrs D. A. Pouzer, Mrs H. Chapman, Messrs W. W. Gallup, C. P. Shuman. A. W. Nicel, W. H. Thompson, C. A. Povums, V. Baltzar, Lt. Smycer, Miss C. F. Whittier, Mr F. W. Walker, Mr H. A. Glover. Mr A. Parmerties, Mr M. von Ryckeboreal, Mr and Mrs B. Megie, Mr J. E. Norton, Mr and Mrs Tipp, Mr Grant and Mr Yosk; for Cebu, Mr J. Abarrientes and child.

VESSELS PASSED ANJER.

Nov. 6. German str. Plauen, Marten, from Hamburg for Batavia. Nov. 6. Dutch str. Pyrrhus, Brands, from Amsterdam for Batavis.

Nov. 8, British str. Santhia, from Sourabaya for Calcutta. Nov. 8, British str. Islander, Deans, from Christmas Island for Singapore. Nov. 13, Dutch str. Kawi, Boon, from

Rotterdam for Batavia. Nov. 14, British str. Sandhurst, Redding, from Tillatian for Batavia. Nov. 15, British barque Drumeltan, Watt,

from Hongkong for New York. Nov. 15. British str. Baron Innerdale, from Robe for Christmas Island. Nov. 19, Dutch str. Bogor, V. d. Een, from Tjilatjap for Batavia.

VESSELS ADVERTISED AS LOADING.

To accertain the suchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "b," midway, between Hongkong and Kowloon "m," and those ressels berthed at the Kowloon Wharf "k.w." together with the number denoting the section. 1. From Green Island to the Harbour Master's. 2. From Barbour Master's to Blake Pier. 3. IFrom Blake Pier to Naval "Yard. 4. From Naval Yard to East Point

_1							
<u> </u>							
	DESTINATION.	vessel's Names.	TLAO & RIO	BERTH	CAPTAIN,	FOR FREIGHT APPLY TO	TO BE DESPATORED.
-,	and the company of the contract of the contr						
	-49	- Alleria de la company de la		and the state of t	18 (19)		
		•					A Section of the Control of the Cont
st	LONDON, &c., VIA USUAL PORTS OF CALL	A non i nome	D		A		
r.,	LONDON, ROTTERDAM & ANTWERP				Tomlingon	P. & O. S. N. Co	On 10th inst., at Noon.
. 4	TO AN INCOME OF A NUMBER TO DESCRIPTION OF THE PROPERTY OF THE PARTY O				TANAMESTO ST. TO ST.	JABUINE: MATHERON & CO. T. T.	About 14th inst
Α.	COPENHAGEN	Somali	Swed. str.		in in the ter ter	P. & O. S. N. Co.	About 28th inst.
ati	COPENHAGEN & BALTIC PORTS	SIAM			141 444 444 444 444		On 5th inst.
' I	ROTTERDAM, ANTWERP & HAMBURG, &c	BULGARIA	Ger, str.	k. w.	Jäcar		
.Bt +1.	HAVRE & HAMBURG VIA STRAITS, &c	WESTPHALIA		k. w.	Buch	- 14 4 3 7 7 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7	On 13th inst. On 9th inst.
terr (HAVRE. ROTTERDAM & HAMBURG, &c	ARABIA	Ger. str.	k.w.	Ernst	The state of the s	On 24th inst.
st	MARSEILLIS, HAVRE & HAMBURG, &c	ARMENIA	Ger. str.	k. w.	Rohde		To-morrow.
al	MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fron. str.	- 1	Girard	MESSAGERIES MARITIMES	On 6th inst., at 1 P.M.
1	Marseitles. London & Antwerp via Singapore,&c.			·	K. Homma	NIPPON YUBEN KAISHA	On 7th inst., at D'light
0,	MARSEILLES & COPENHAGEN				ten jei bar bar ei fab	OLOF WIJE & Co., LTD	On 20th inst.
nd	MARSEILLES HAMBURG & ANTWERP &c	Sithonia	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 17th inst.
	Marseilles, London & Antwerp via Singapore, &c Marseilles, London & Antwerp via Singapore, &c	GLISHIMA MARU	Jap. str		A. E. Moses	NIPPON YUSEN KAISHA	
ld,	NAPLES, Genoa. Abgiers, Gibraltap, &c	MAWACHI MARU	Jap. str.		H. Petersen	NIPPON YUSEN KAISHA	On 27th inst., P.M.
[ARAGONIA	Ger. str	_	Mores Works	MELCHERS & Co	On 14th inst., at Noon
	BOSTON & NEW YORK	STEN	Ger. str		ARS Table Ars	HAMBURG-AMERIKA LINIE	Un 6th inst.
y.	- VANCOUVER VIA SHANGHAL JAPAN, &c. 👑	EMPRESS OF JAPAN	Brit. ati-	1 m.	int the thirt said has a gas.	DODWELL & Co., LTD	About 15th inst.
mı	VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE		2 m.	-		
,	VICTORIA. C.B. & TACOMA VIA JAPAN	PANAMA MARII	Tan str				On 25th Jan., at Noon. On 13th inst., at Noon.
nd l	VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	INABA MARU	Jap. str		K. Kawara	NIPPON YUREN KATREA	On 3rd Jan., at Noon.
•	VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	HALLAMSHIER	Brit str.	<u></u>	G. E. Elliott	PODWELL & Co., LTD.	On 15th inst.
. J	VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c	AWA MARU	l	-	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th inst., at Noon.
v	CALLAO IQUIQUE, &c., via Japan Ports, &c. :			*****		Toyo Kisen Kajsha	On 21st inst.
å	AUSTRALIAN PORTS VIA MANILA	YAWATA MARU		200	T. Bekine	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
"	AUSTRALIAN PORTS VIA MANILA				TO Devices	MELCHERS & Co.	To day, at 8 A.M.
	SAN FRANCISCO VIA JAPAN & HOLOLULU		Am. str		44 TAMENT	PACIFIC MAIL S.S. Co.	To-morrow, at 5 P.M.
[SAN FRANCISCO VIA SHANGHAI & JAPAN, &o SAN FRANCICCO VIA SHANGHAI & JAPAN, &o		Jap. str Am. str		TOTAL CONTRACTOR OF THE CONTRA	Toyo Kaisen Kaisha Pacific Mail 8.8: Co.	On 10th inst, at I'P.M.
	AUSTRALIAN PORTS VIA MANILA	CHINA			G. W. Eidv	***	Cn 14th inst, at 1 P.M.
	AUSTRALIAN PORTS VIA MANILA	NIERO MARU	Jap. str		M. Yagi	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
1	KOBE & YOKOHAMA	ATSUTA MARU	. .	•	Wm. Thompsen	NIPPON YUSEN KAISHA	On 20th that at 5 ner
	KOBE & YOROHAMA	COBLENZ			H. Baegener	The second of th	About 13th inst.
	NAGASARI, KOBE & YOKOHAMA	NIEKO MARU		L		NIPPON YUSEN KAISHA	On 21st inst. at Noon
•	JAPAN	TJIMAHI			Bouman	JAVA-CHINA-JAPAN LIJN	Quick despatch.
	SHANGHAI NAGASAKI, KORE & YOKOHAMA	Prinz Ludwig			F. v. Binzer	MEECHERS & Co	To-day, at 9 A.M.
- 1	SHANGHAI KOBE & YOKOHAMA	VILLE DE LA CIOTAT	Fren.str.		Barillon	MESSAGERIES MARITIMES	On 5th inst., P.M.
	SHANGHAI	ANHUI	Brit. str.	_	enter and the same team and their		To-morrow, at Midnight
	SHANGHAI. KOBE & YOKOHAMA	Brasilia		k, w.		HAMBURG-AMBRIKA LININ	To-morrow
	SHANGHAI VIA SWATOW	CHOYBANG	-	_	M. Courtney	Jardine, Matheson & Co., Ld	On 5th inst., at Noon.
	SHANGHAI. YOKOHAMA & KOBE					Метсивая & Со	
ai	SHANGHAI.	D.WUNGSANG	Brit. str		C. WI HERITET.	JARDINE, MATHESON & Co., LD	On 6th inst., at Noon
_,	SHANGHAI VIA SWATOW, AMOY & FOOCHOW		Jap. str		T. E. S. Snigar B w w	DSAKA BHOSEN KAISHA P. & O. S. N. Co.	On 8th inst., at 8 A.M. About 9th inst.
. · . [SHANGHAI, MOJI & KOBE			<u> </u>	Fred. Pvnn	NIPPON YUSEN KAISHA	On 12th inst.
1	SHANGHAI, KUBE & MOJI	KUTSANG		A TOTAL CONTRACTOR OF THE STATE		JARDINE, MATHESON & Co., LD.	
·	SHANGHAI. ROBE & YOKOHAMA	BCANDIA	The second second	k, w.		HAMBURG-AMERIKA LINIE	Un 15th inst.
i	SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	T	_	R. A. Peters	P. & O. S. N. Co.	About 16th inst.
· [SHANGHAL YOKOHAMA & KOBE	NIPPON 7	Swed. str		P 10 - 000 - 000 - 000 - 000	OLOF WIJI & CO., LTD	On 22nd inst
j		NUBIA	Brit, str		F. J. Fox	P. & O. S. N. Co	About 30th inst.
Ī	SHANGHAI	TJILIWONG				JAVA-CHINA-JAPAN LIJN	Quick despatch
.]	ANPING VIA SWATOW & AMOY	SOSHU MARU				OSAKA SHOSEN KAISHA	On 7th inst., at 8 A.M.
	TAMSUI VIA SWATOW & AMOY	DAIGI MARU			7 TM 10	OSAKA SHOSEN KAISHA	On 4th inst., at 10 A.M.
ŀ	SWATOW. AMOY & FOOCHOW	HAITAN	12	2 b.	J. W. Evans		To-day at 11 A.M.
·	SWATOW. AMOY & FOOCHOW	HAIMUN				Douglas Lapraik & Co	On 6th inst., at 11 A.M. On 9th inst., at 11 A.M.
•	SWATOW. AMOY & FOOCHOW	HAICHING				BUTTERFIELD & SWIRE	On 7th inst., at 10 A.M.
	HAIPHONG	CHIHLI YUENSANG			E	JARDINE, MATHESON & Co., LD	To-morrow, at Noon.
	MANILA	***				BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
·	MANILA CEBU & ILOILO		L		E. Rice		On 7th inst., at 4 P.M.
. }	MANILA	T = 0.00 M M + 1974	ا بند به ا	1 1 1 1 1		JARDINE, MATHESON & Co., LD	On 9th inst., at Noon.
	MANILA, ILOILO & CEBU			•	8. Crosby	BHEWAN, Tomes & Co	On 21st inst., at 4 P.M.
i	KUDAT & SANDAKAN	BORNEO	Ger. str		F. Sembill	-Melchers & Co	Middle of Dec.
ra l	BOMBAY TAI SINGAPORE, & COLOMBO	TOSA MARU	Jap. str		.	NIPPON YUSEN KAISHA	On 12th inst.
yi l	ROMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital str	17944		CARLOWITZ & Co	
-	SINGAPORE. PENANG & CALCUTTA	JAPAN	Brit. str.		A. Stewart		On 6th inst., at 1 P.M.
rs	SINGAPORE. PENANG & CALCUTTA	NAMBANG	Drit. Bur			Jardine, Matheson & Co., Ld.,, Java-China-Japan, Lijn	On 17th inst., at Noon
Ir	122 2 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	TJILATJAP	1		1		Quick despatch
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ROYAL MAIL STEAMSHIP LINE.

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MARSEILLES VIA PORTS

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Hongkong, 10th November, 1910.

YOKOHAMA

"EMPRESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE"

"EMPRESS OF CHINA" SAT., 14th Jan. "ALLAN LINE"

"EMPRESS OF INDIA" SAT., 11th Feb "ALLAN LINE"

"EMPRESS OF JAPAN" SAT., 11th Mor. "ALLEN LINE"

"EMRPESS OF CHINA" SAT., 8th April | "ALLEN LINE"

From Quebec.

From St. John, N.B.

at 12 Noon.

FRIDAY, 13th Jan.

FRIDAY, 10th Feb.

FRIDAY, 10th Mar.

FRIDAY, 7th April

FRIDAY, 5th May

TO BAIL.

On 5th Dec., P.M.

1 P.M.

On 6th Dec.,

P. THOMAS, AGENT,

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Between China, Japan and Europe via Canada and the United States, calling at

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

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Steamer.	Tons.	Captain.	To Sail on er About.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERIC	6,232 6,232	F. S. Cowley	17th January. 9th February.

Calling at Amoy and Keelung if sufficient inducement offers. These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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Hongkong, 24th October, 1910.

VESSELS ON THE BERTH

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PHROUGH BILLS OF LADING ISSUED FOR MATAVIA, PESSIAN GULF, CONTINENTAL AMERICAN AND SECURI APRICAN PORTS. 7111 E Steamship

"ASSAYE," Captain Owen Jones, R.N.R., carrying His --Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th December, 1910, at Noon, taking passengers. and Cargo for the above ports in connection with the Company's s.s. "Mongolita," 9,505

tons, from Colombo, passengers' accommodation

in which vessel is seenred before departure

from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) vill be transhipped at Colombo into the mail scoamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "EGYPT," due in London on the 21st January, 1911. Parcels will be received at this () les until

4 P.M. the day before sailing. The contents and value of all packages are required, For further particulars, apply to E. A. HEWETT, Superintendeut. Hongkong, 29th November, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.) WHE Steamship

"JAPAN. Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 6th Dec. at 1 P.M. For Freight or Passage, apply to

DAVID SASSOON & Co., LTD. Agents. Hongkong, 1st December, 1910. SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

HHE Steamship

"BRECONSHIRE! Captain Tomlinson, will be despatched above about 14th December.

- For Freight or Passage, apply to JARDINE, MATHESON & Co. LTD., Agents. Hongkong, 1st December, 1910. REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "SIKH," ... On or about 15th Dec. For Freight and further information, apply to DODWELL & Co., LTD.,

Agents. Hongkong, 26th November, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to PORT SAID, MESSINA NAPLES, LEGIORN and GENOA, also VENICE and TRIESTE, all MEDITER-PANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

MALAGA.) THE Steamship

"ISCHIA," Captain Belvito, will be despatched as above on TUESDAY, the 13th December, at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.

Hongkong, 1st December, 1910. TTISITORS TO CANTON, Should Purchase M HONGKONG TO CANTON, BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans. **31.7**5

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STEAM NAVIGATION COMPANY.

11 0 ·1	, STRAMERS	TO SAIL HEMARES
BHANGHAI	HIMALAYA	About 9th \Freight and Passage.
LONDON VIA USUAL PORT	(s) ASSAYE Capt. Owen Jones, R.N.	Noon, 10th See Special Dec. Advertisement.
SHANGHAI, MOJI, KOBE	SUNDA	About 16th Freight and Dec. Passage.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. A. G. Cubitt, E.N.E.	About 28th Freight and Pasage.
SHANGHAI, MOJI, KOBI	E NUBIA	About 30th Freight and

For Further Particulars, apply to E. HEWETT, Superintendent

Hangkong, 2nd December, 1910

	•	SALLINGS	人名印拉维罗德	r 139 As.	A B KATI	JW		- +•
	•	FOR		STEA	MER -		TO SAIL	ÇÎ .
-	SHENGHAT			ANHUI "		Oa	3rd Dec.	Maigh
	MARIEN	***************************************	(1	KAIFONG"	,,,,,,,,,,	On	6th Dec.	4 P.M.
	PATOHONG.	**************************************	10.	CHIHLI "		Oa	7th Dec.	10 а.м.
	MANITA	AMBOANGA,	THURS-					
Α.	TOAY ISI	AND, COOR		*********	A 44	_	49/1 25	·
•	CATRNS	OWNSVILLE	BRIS (CHANGSIL	Δ."	On	Tith Dec"	74 P.M.
. •	DANE SYL	NEY&MELB	OHRNE		e e e e			
	11 12 (ST 11 12)							(

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fons in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zoland and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have

superior Passonger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Salcon. RE SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN." "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtszo and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A. Co,'s launch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36 BUTTERFIELD & SWIRE. For Freight or Passage apply to -Hongkong, 2nd December, 1910 AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST

IIIIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. AND FOOCHOW

AND RETURN. Occupying 9 to 10 Days). CAPTAIN BTEAMBHILI'S

Capt. J. W. Evans

FRIDAY, 2nd Dec., at 11 A.M. 6th Dec., at 11 A.M Capt. A. H. Stewart TUESDAY, Capt. W. C. Passmore... FRIDAY, "9th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to-

DOUGLAS, LAPRAIN & Co.,

GENERAL MANAGERS.

AGENTS.

TRVAING.

Hongkong 2nd December 1910.

Hongkong, 23rd November 1940

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION -SHANGHAI, YOKOHAMA and KOBE "SIAM" On 6th December. SHANGHAI, YOKOHAMA and KOBE "INDIEN" Beginning of Jan. COPENHAGEN and BALTIC PORTS ... "SIAM" About middle of Jan For Further Particulars apply to MELOHERS & CO.,

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

RETURN TOURS TO JAPAN.

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carded. * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

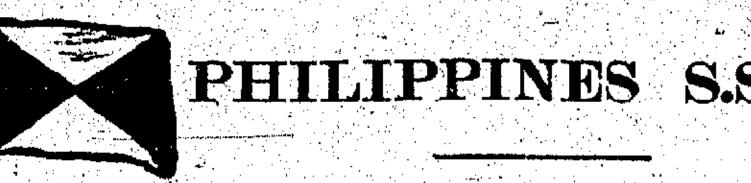
OCCUPYING 24 DAYS. T

Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sub. Exch. 4. For Freight or Passago, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 2nd December, 1910. GENERAL MANAGER

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DATE OF SAILINGS. DESTINATION. COPENHAGEN "PEKING" On 5th December. MARSEILLES & COPENHAGEN "CANTON" On 20th December, SHANGHAI, YOKOHAMA & KOBE ... "NIPPON" On 2 nd December. For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. Hongkong, 25th November, 1910.



STEAMBILIP	TONS. CAPTAIN	FOR SAILING DATE.
ZAFIRO	4000 E. Rice 4000 S. Crosby	Manila, Cebu & Iloilo On 7th Dec., 4 P.M. Manila, Iloilo & Cebu On 21st Dec., 4 P.M.
For Freight or Pa	Mark and desired the second se	SHEWAN, TOMES & Co.
Hongkong, 2nd Dece	mbor, 1910	General Managers, [12] PHILIPPINES S.S. Co.

HAMBURG-AMERIKA

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Porfs, also Trieste, Lisbon, Oporto, Marseillez, Genoa, and other Mediterranean Leventine, Black Baltie See and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD. OUTWARD. FOR MARSEILLES, HAVRE & HAMBURG: SS ARMENIA 3rd Dec. FOR SUNGHAL KODE & YOKOHAMA: FOR HAVEE & HAMBURG: S.S. WESTPHALIA ... 9th Dec. S.S. BRASILIA 3rd Doc. FOR ROTTER DAM, ANTWERP & HAMBORG: S.S. SCANDIA ... 15th Dec S.S. BULGARIA 13th Dec._ · FOR MARSEILLES, HAMBURG & ANTWERP: S.S. SLAVONIA 28th Dec. S.S. SITHONIA ... S.S. SEGOVIA ... 12th Jan. 8.8. SPEZIA 28th Jan. FOR HAVRE, ROTTERDAM & HAMBURG: S.S. ARABIA 24th Dec. S.S. SILESIA 10th Feb. S.S. PREUSSEN 27th Feb. FOR NEW YORK: S.S. ARAGONIA ... On 6th Dec.

For Particulars, apply to-HAMBURG-AMERIKA LINIE. Hongkong Office.

Hongkong, 26th November 1910.

AMERICAN

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOROHAMA. HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO). S.S. HONGKONG MARU 11,000 tons gross ... Sail Dec. 2ist, 1910. S.S. KIYO MARU 11,200 ,, ,, ,, Feb. 18th, 1911.

S.S. BUYO MARU 10,500 ,, ,, " April 19th, 1911, K. MATSDA, Manager. For particulars apply to TOYO KISEN KAISHA, King's Building. Hongkong, 26th November, 1910.

KAISHA. SHOSEN OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pocific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

	FOR	STEAMERS	Tons	LMAVES.
-			(Gross reg.)	
	VICTORIA, B.C. & TACOMA			TUESDAY, 13th
: :]	VIA SHANGHAI, MOJI		6,059	Dec., at Noon
	KOBE and Yoronama			

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels, Special attention given towards Express connection.

MONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOB .	erramnes	LRAVMS.
ANPING VIA SWATOW	"SOSHU MARU"	WED'DAY, 7th Dec.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec,
TAMSUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 4th Dec. at 10 a.m.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN. 2ND CLASS. 1sr Class. 3RD CLASS. \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Reil between Shanghai and Nanking. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local S. HIROI, -

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911 Head Office for the Far East :--Japan Offica 16, DES VŒUX ROAD.

Hongkong.

32. WATER STREET YOROHAMA.

MANAGER

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, OHINA AND JAPAN.

STEAMER FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIMAHI JAVA	First half of Dec.	- JAPAN	First half of Dec.
TJIKINI JAVA	First half of Dec.	SHANGHAL	First half of
TJIBODAS JAVA	First half of Dec.	SHANGHAI	Dec. First half of
TJIPANAS JAVA	Second half of Dec.	JAPAN	Dec. Second hai f of
TJILATJAP JAPAN	Second half of Dec.	JAVA	Dec. Second half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. Hongkong, 1st December, 1910. JAVA-CHINA-JAPAN LIJN. l'elephone No. 375.

SAILING DATES.

WED'DAY, 7th

WED'DAY, 21st

Dec., at Daylight.

LSATURDAY 31st

TUESDAY, 6th

TUESDAY, 3rd

THURSDAY, 22nd

FRIDAY, 20th

Dec, at 5 P.M.

THURSDAY, 8th

MONDAY, 12th

Doc, at Noon.

7,000 Jan., at Noon.

6,000 Jan., at Noon.

Dec., from Kobn

Dec, at Noon.

Doc., P.M.

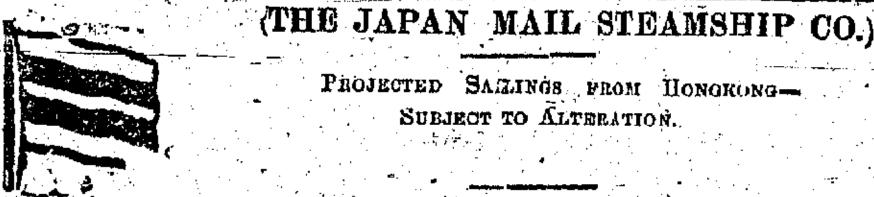
Dec., at Daylight

Steamers.

Capt. S. Ishikawa,

Capt. K. Kawara

YAWATA MARU



PROJECTED SAMINGS FROM HONGRONG-SUBJECT TO ALTERATION.

DESTINATIONS. AKI MARU Capt. K. Homma, MARSEILLES, LONDON and MISHIMA MARU ANTWERP, via SINGA-PENANG, PORE. Capt. A. E. Moses, 9,000 COLOMBO, SUEZ IT-KAWACHI MARU (TUESDAY; 27th PORTSAID ... Capt. H. Potersen, SADO MARU Capt. S. Hioridald,

VICTORIA B.C. & SEATT by VICTORIA, B.C. and (§ AWA MARU SEATILE, via SHANG-HAI, MOJI, KOBE, INABA MARU YOKKAICHI, and YOKO-HAMA ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE

YOKOHAMA ...

Capt. T. Sekine, NIKKO MARU Capt. M. Yagi, and BRISBANE ATSUTA MARU KOBE and YOKOHAMA ... Capt. Wm. Thompson, 9,000 **CEYLON MARU** SHANGHAI, MOJI and BOMBAY Via SINGAPORE, / 1 and COLOMBO... ... NAGASAKI, KOBE

6.000 December. Capt. Fred. Pyne. TOSA MARU Capt. Y. Nemura, NIKKO MARU Capt. M. Yagi, She will call at Genon.

TUESDAY, 12th December. 6.000^{-1} WED'DAY, 21st Dec., at Noon = Omitting Ponance. 5 Fitted with New System of Wireless Telegraphy. | Cargo only. | Carries Deck Passengers.

SAILINGS AND PASSAGE RATES FROM HONGKONG. TO MARSEILLES AND LUNDON VIA SUEZ CANAL. Tons. Leave H.K. To London, per New Steamer RATES OF PASSAGE. Steamers. 9000 15th Feb. MIYASAKI MARU 1st Mar. KITANO IYO . 7000 15th HIRANO 540.00 TANGO 12th April KAMO 10th May AKI MISHIMA

VICTORIA, B.C., & SEATTLE, WASH., U.S.A. Tons. Leave H.K. Steamers. 28th Feb. AWA- MABU 28th Mar. INABA " 7000 25th April. TAMBA " 7000 23rd May. For further information as to Freight, Passage, Bailings, &c., apply at T. KUSUMOTO, MANAGER.

RATES OF PASSAGE. * To Pacific Coast Common Points: 1st Class S £30 " 2nd Class S £21 To London via New York: 1st Class S £60 via St. Lawrence: 1st Class S £59

O.B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VEUK ROAD.

STEAMERS PASSED THE CANAL.

November 4th-Hyson, Polyphemus, Syria. 8th-Benledi, Inverciyde, Pembrokeshire, Rubonia. 11th-Ambria, Atella Maru, Marhaon. 16th - Nore. Scandia, Wakasa Maru, Bandenia. 18th Achilles, Silesia, Alesia. 23rd Benvorlich, Glenlochy, Goeben, Indrawadi, Nippon, Bunda. 25th—Antenor, Brisgavia, Glamorganshire, Hirano Maru, Peleus, Tourane, Yorck 29th - Breconshire, C. Ferd. Lacisz, Cardiganshire, Hitachi Maru.

ARRIVALS AT HOME.

Nov. 29th—Carnarvonshire, Prometheus.

MHUNG NGOISAN PO

(Chinese Daily Press). PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS.

Circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voux Read

Central, Hongkong 131, Fleet Street, London, or from the different; Agents. Documents translated from or into Classical or Colloquial Chinese,

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D. SCHOLTE & CO., AMSTERDAM.

SHIRTINGS DUTCH PIECE GOODS: DRILLS. SPANISH STRIPES. SUNDRIES. CASHMERES, ETC., AND ALL

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE REPRESENTATIVE FOR CHINA:

... NG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE Only fully prepaid letters and postcards are transmissible by the SIBERIAN

Boute to EUROPE. The Empress of Japan, with the Canadian and Siberian mail, left-Shanghai on Tuesday, the 29th inst., at 6 p.m., and may be expected here to-day.

The Ville do la Ciotat, with the French mail of the 4th ult., leaves Saigen on Thursday, the 1st inst. at 4 p.m., and may be expected here on Sunday, the 4th isst.

ron	PER		DATE
Shanghai, Nagasaki, Kobo and Yokohama Bwatow, Amoy and Foothow Amoy and Shanghai	Prinz Ludwig Haitan Tjiliwong Sui Tai Polyphenius	Friday. Friday.	2nd, 8.00 A M 2nd, 10.00 A M 2nd, 11.00 A M 2nd, 1.15 P M 2nd, 3.00 P M
Manilo, Yap Angaur, Friedrich Wilhelmshafen, Manilo, Yap Angaur, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Malbourne, Adelai Je, Porth and	Prinz Sigismund .	Friday,	2nd, 5.00 P M

Saturday,

Saturday,

Baturday.

Saturday,

Saturday.

3rd, 11.00 A M

3rd, 11.00 A M

3rd, 1.00 P M

3rd, 1.15 P M

Weissmann, Limited

Union Waterboat Co., Limited

Castlefields, fully paid

Kamunings ...

London Ventures ...

Singapore and Joheres

Sungei-Kapars

United Serdangs ...

Louns.

Chinese Imperial 1886

Shelfords

Sumatra Paras

Eastern and International

Highlands and Lowlands

Cheviots

RUBBERS.

United Asbestos Oriental Agency, Limited,

- Printed Matter and Sam-

3.30 PM)

No late fee.

Saturday, 3rd,

Monday.

Tuesday,

Tuesday.

Tuesday.

Registration ... 3.00 P M

(Registration, with late

fee of 10 cents, up to

Registration, Kowloon

Registration ... 4.15 P.M. (Registration, with late

fee of 10 cents up to

Printed Matter and Sam-

Registration ... 10.00 A M

(Registration, with late

Wednesday, 7th, 11.00 A M

Wednesday, 7th, 3.00 P M Thursday, 8th, 3.00 P M

Printed Matter, and Sam-

ples ... 10.00 A M Registration ... 10.00 A M

(Registration with late

Registration Kowloon

Printed Matter and Sam-

Registration .. 10.00 A M

(Registration, with late

ice of 10 cents up to

16th, Registration, Kowloon

В.О. ... 4.00 Р М

Printed Matter and Sam-

Registration ... 5.00 P M

10.45 A M)

No late fee

Wednesday, 14th,

10.45 A M

Registration,

No late fee.

Letters

fee of 10 cents up to

No late fee.

Tuesday.

Thursday,

Saturday.

Friday,

Friday.

fee of 10 cents up to

Registration, Kowloon

Yuensang

NAGASARI, KOBE, YOKKAICHI, YOKOHANA, HONOLULU & BAN FRANCISCO

Shanghai... SIBERIAN MAIL TO EUROPE Daigi Maru Swatow, Amoy and Tamsul Bwatow and Shanghai ... Sui Tai Shanghai, Moji, Kobe, Yokkalchi, Yokohama,

EUBOPE, &c., INDIA VIA TUTICORIN (Late Letfers 11.00 A.M. to NOON. Extra) Postage 10 cents.) Francet Simons Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Victoria and Seattle ...

Swatow, Amoy and Feechow ...

Singapore, Penang and Calcutta Aki Maru Singapore, Penang and Colombo Shanghai, Kobo and Moji Manila, Cebu and Ilcilo ... Swatow, Amoy and Foochow

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract-mail.) The Parcel mail will be closed on Friday, 9th inst., at 5 p.m. ...

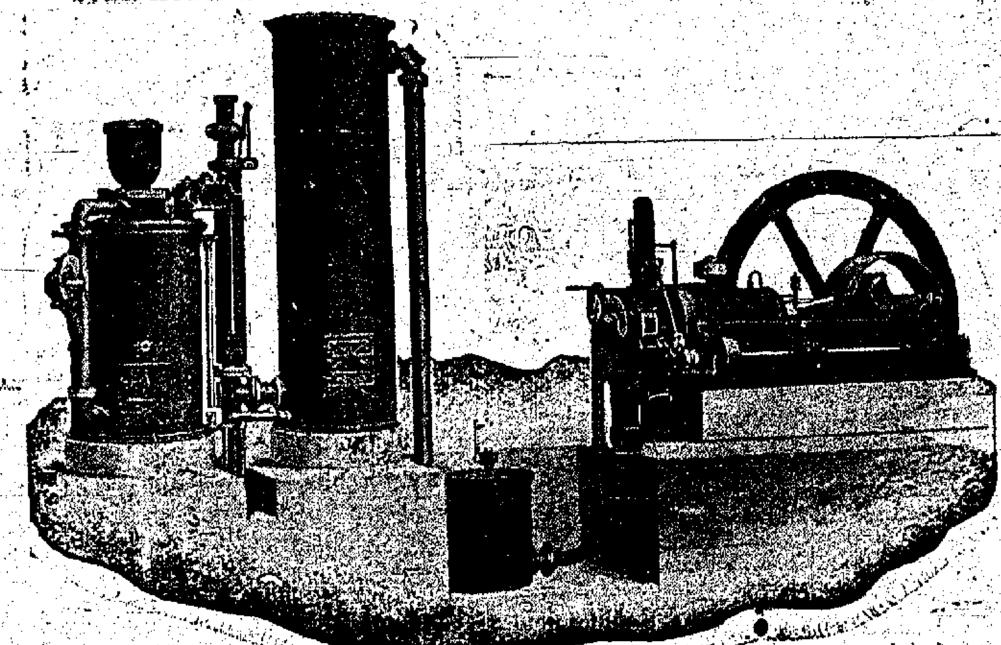
EUROPE, &c., INDIA VIA TUTICORN (Late Letters 11.00 A.M. to 11.30 Extra (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail

VICTORIA & VANCOUVER (B.C)

BRANCHAL, NAGASAKI, KOUE, YOROHAMA | Empress of Japan ?

Money Lerreus-The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

WILLIAM C. JACK & CO., LTD., SOLE AGENTS FOR DANIEL'S SUCTION GAS PLANT AND ENGINES.



STANDARD SUCTION GAS PLANT FOR ANTHRACITE, THE BEST, QUICKEST STARTING, MOST RELIABLE, LOWEST FUEL CONSUMPTION OF ANY PLANT ON THE MARKET. As Fitted in the "Hongkong Daily Press" Printing Office, where same can be seen in Operation on applying to the Manager.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

December 1st. On London:-Bank Bills, at 30 days sight1/10 is Bank Bills, at 4 months sight1/10 Credits, at 4 months' sight.......1/10/2 Documentary Bills 4 months' sight 1/10 12 Ju PAR18 :--Bank Bills, on demand2344 Cre-lits, at 4 months sight2385 ON GERMANY:-

NEW YORK :-BOMBAY:-ON CALCUTTA:-ON SHANGHAL:-Bank, at sight734 Private, 30 days' sight748 ON YOKOHAMA:—On demand.......903 ON MANILA:—On demand—Pesos—91 ON SINGAPORE: On demand783 ON BATAVIA:-On demand1114

ON BANGKOK :- On domand833 SOVEREIGNS, Bank's Buying Rate ...\$10.75 GOLD LEAF, 100 fine, per tael856.00 BUBBIDIARY COINS. per cent 20 cents pieces \$7.80 discount. Hongkong ... 10

ALWAYS-IN-DEMAND

A SUCCESS BASED ON EXCELLENCE.

61 HRECASTLES

CIGARETTES

(Green label). (Yellow label). GNUMS (large size).

In 20's Packets or 50's Air Tight Tins.

These Popular Cigarettes are Manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established. They have a value which convinces the smoker, because they are the result of expert choosing and handling from Tobacco field to the packet or tin.

Sold Everywhere.

CHARE LIST: QUOTATIONS.

3rd, atter and Sam-	SHARE LIST:—	-QUOTA	LIONS	• (
3 00 р м	Hongkong, De	EMBER 1st,	1910.		
on 3.00 P M		NO. OF			CLOSING QUOTA- TIONS CASH.
O cents, up to	Brocks.	BHARES.	VALUE.	PAID UP.	TIONS CASH.
u) .					
ion, Kowloon 3.00 PM	D. sere				(\$890, sellers
6.	Banks.— Hongkong & Shanghai Bank Corporation	- 120,000	\$125	āll	£86/-
4.00 PM	National Bank of China, Limited	99,925	£7	£6	\$80, buyers
3rd,	Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	28, sellers
on 4.15 P m		60,000	\$12	\$12	\$10.
O cents up to	China Borneo Company, Limited	a 20,000	810	\$10	90 ets., buyers
)	China Light and Power Company, Limited,	50,000	\$1	\$1 \$10	1
6.00 P M 4th, 9.00 A M	China Provident, Loan & Mortgage Co., Ld	200,000	\$10	610	\$72, sellers
5th, 11.00 A M	COTTON MILLS.— Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 871.
5th, 1.15 P M	Transland Cotton Shinning Co., Du	125,000	\$10	\$10 Tls, 75	W
6th, 10.00 A M	Tetaunitional Cotton Manufill Co., Lu. 1.	10,000 8,000	Tls. 75 Tls. 100	Tls, 100	Tls. 50.
6th, 10.00 A M	Team Knng Mow U. Spill & Weav. Co. Lat 1	2,000	Tls. 500	Tls. 500	Tls. 250.
6th.	Soy Chee Cotton Spinning Co., Limited	40,000	\$7 <u>1</u>	86	\$173, buyers
latter and Sam-	Dairy Farm Company, Limited	70,000			
10.00 A M	This are to Kaminan What & G. Co. 14.	60,000	\$50	all	\$53, sellers
ion, with late	Honokong and Whamples Dock Co., Hu.	50,000 10,000	\$63 \$63	all \$6≱	\$50, buyers \$6, sales
O cents up to	l Moss Amov Dock Co., Limited	55,700	Tls. 100	Tls, 100	Tis. 673.
.M.)	Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld	36,000	Tls. 100	Tls. 100	
tion, Kowloon 10.00 A M		- 18,000	\$25	\$25	5, seilers
fce.	Fenwick & Co., Limited	400,000	\$16	\$10	\$3¾, sellers
11.00 A M	Green Island Cement Co., Limited	7,000	£10	all	8205.
6th, 11.00 A M 6th, 3.00 P M	Hongkong and China Gas Co., Limited	60,000	510	810	\$20.
6th, 5.00 P M	Hongkong Electric Co., Limited	12,000	\$50 }	\$50	\$97.
7th, 9.00 a M		8,000		\$25 all	\$70.
7th, 11.00 A M 7th, 3.00 P M	Hongkong Ice Company, Limited	5,000 60,000	\$25 \$10	i	5135, sellers 518, sellers
8th, 3.00 P M	Hongkong Rope Manniacturing Co., Limited H'kong&SouthChina Steam Fisheries Co., Ld.	15,000	\$10		\$7.
9th, 10.00 a m	I INDITED ANCES		nuco.	CEO	0100 1
9th, 11.00 A M	Canton Insurance Office Co., Limited	10,000 . 20,000	\$250 \$100	\$50 \$20	
-10th. Matter, and Sam-	China Pira Insurance Co., Limited	24,000	\$83.33		
10.00 A M	Honokong Fire Insurance Co., Limited	8,000	\$250	\$50	\$353, buyers
tion 10.00 A M	North-China Insurance Co., Limited	10,000	£15	1	
ation with late	Train Insurance Society, Limited	12,400 12,000	\$250 \$100		
AM)	Yangtsze Insurance Association, Limited LANDS AND BUILDINGS.—		glU		
tion Kowloon	I mongkong Land Invest, Agency Co., La.	50,000		j \$100	
; 10.00 A N	Transhrove Estate and Finance Co., M.	150,000	\$10 \$50	1 all 1 - \$30	\$6½, sellers \$33, buyers
fee 11.00 A M	Kowloon Land and Building Co., Ld Shanghai Land Investment Co., Limited		Tls. 50		
y, 14th,	West Point Building Co. Limited	12,500	\$5C		. •
Matter and Sam	M regrette				
10.00 A M M A 10.00	Rogietá Française des Charb'ges du Tonkin		Fes. 250		\$700.
tion, with late		200,000	£1		
10 cents up to	Posk Tramways Co., Limited	25 ,000 50,000	\$10 \$10	4	
M itien, Kowlcon		75,000	\$10		
10.00 A 3	I REFINERIES.			, i	3125, sellers
tee.	China Sugar Refining Co., Limited	20,000 7,000	\$100 \$1 00		\$22, sellers
11.00 A B					
16th. ation, Kowlooi	Robinson Piano Co., Limited	4,000	\$50	\$5	
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	November 29th.
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